

ASRS Database Report Set

Land and Hold Short Operations

Report Set Description.....A sampling of reports concerning Land and Hold Short operations.

Update Number5.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....27

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199806
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD
State Reference : IL
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD
Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 404476

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 404474

Person / 3

Function.Flight Crew : Second Officer
ASRS Report : 404475

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : Unspecified
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

O'HARE TWR CLRED US TO LAND RWY 27L, LAHSO RWY 32L. I ACCEPTED THE CLRNC. WINDS WERE RPTED AT 310 DEGS 23 KTS GUSTING 29 KTS. ACFT CTL DURING THE APCH, LNDG AND ROLLOUT DEFLECTED MY ATTN FROM DISTANCE REMAINING TO THE INTERSECTING RWY. BOTH MY FO AND SO MENTIONED OUR ROLLOUT LIMIT BUT I STILL CROSSED RWY 32L. ACFT ON APCH TO RWY 32L WENT AROUND. SUPPLEMENTAL INFO FROM ACN 404474: I WAS PNF AND ACKNOWLEDGED LAHSO CLRNC FROM ORD TWR, AFTER GETTING OK FROM CAPT WHO WAS FLYING. WINDS WERE 310 DEGS 23 KTS GUSTING 29 KTS AND WE WERE LNDG RWY 27L TO HOLD SHORT OF RWY 32L. BY THE TIME THE FE AND I REALIZED WE WERE NOT GOING TO BE ABLE TO HOLD SHORT WE WERE APCHING RWY 32L. THIS RESULTED IN A FLT HAVING TO GAR. THE FE AND I MENTIONED THE RWY REMAINING TO THE PF. SUPPLEMENTAL INFO FROM ACN 404475: WE ROLLED ACROSS RWY 32L WHICH CAUSED A FLT LNDG ON RWY 32L TO BE SENT AROUND BY TWR.

Synopsis :

A B727 FLC ACCEPTS A LAHSO CLRNC AT ORD. DUE TO THE WINDS ON LNDG, THE CAPT WENT PAST THE INTXN. AN ACFT ON FINAL WAS SENT AROUND BY THE TWR.

Time

Date : 199806

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PIT

State Reference : PA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PIT

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 260

Experience.Flight Time.Type : 5000

ASRS Report : 405084

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : Supervisor

Events

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

PIT TWR CLRED US TO LAND AND HOLD SHORT OF RWY 14/32. I REFUSED THIS CLRNC BY STATING WE WERE UNABLE TO HOLD SHORT OF RWY 14/32. WE WERE THEN CLRED TO LAND AND MANAGED TO TURN OFF EARLY. WHILE TURNING OFF, WE WERE TOLD TO HURRY UP AS OTHER ACFT WERE WAITING AND TO CALL THE TWR ON THE LANDLINE. AFTER CALLING TWR SUPVR HE WANTED TO KNOW WHY WE REFUSED THE LAHSO. I STATED THAT IT WAS A CLRNC WITH THE CAPT'S DISCRETION. HE WAS OF THE IMPRESSION THAT A LAHSO CLRNC WAS MANDATORY. OUR FLT RTE MANUAL CLRLY STATES 'THE ACCEPTANCE OF A LAHSO CLRNC IS AT THE CAPT'S DISCRETION.' THIS IS OBVIOUSLY THE CASE DUE TO NUMEROUS POSSIBLE FLT LIMITATIONS, IE, MELS OR ACFT PERFORMANCE, OR THE FACT THAT THE APCH WOULD BE UNCOMFORTABLE FROM A SAFETY STANDPOINT. TWR PERSONNEL SHOULD BE AWARE OF THESE FUNDAMENTAL POLICIES AND IF UNSURE SHOULD LOOK THEM UP PRIOR TO CONTACTING PLTS. THIS SUPVR WAS MORE CONCERNED WITH THE SPD OF DEP OPS THAN SAFETY. ADDITIONALLY, I FOUND THE TABLES DEPICTING THE AUTH FOR LAHSO OPS FOR VARIOUS RWYS DIFFICULT TO QUICKLY INTERP. IN ADDITION THE PIT 3 LAHSO INFO IS IN ERROR AND IN CONFLICT WITH NOTAM FOR RWY 10C LAHSO. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CAPT SAID THAT HIS F100 PERFORMANCE MANUAL CONTAINED A PROHIBITION AGAINST LAHSO'S DURING WET CONDITIONS ON RWY 10C. HE ADDED THAT HE HAD OPERATED IN AND OUT OF PIT SEVERAL TIMES THAT DAY AND IT HAD RAINED. HE HAD ASSUMED THAT THE RWY WAS STILL WET SINCE HE COULD NOT SEE IT AT NIGHT. HE FOUND THAT THE PERFORMANCE DATA WAS MORE DIFFICULT TO USE THAN IT SHOULD HAVE BEEN TO DETERMINE IF HE COULD LAND AND HOLD SHORT. HE ALSO FELT THAT THE HOLD SHORT DATA WAS INCORRECT IN HIS COMMERCIAL CHART MANUAL. HE HAS FORWARDED THIS INFO TO HIS COMPANY. THE RPTR SAID THAT HE CALLED THE TWR AT THEIR REQUEST AND THE SUPVR WAS RATHER UNPLEASANT AND THREATENING TOWARD HIM. HE DETERMINED THAT THE SUPVR WAS UNDER THE IMPRESSION THAT HE WAS REQUIRED TO HOLD SHORT IF ORDERED ON LNDG. THE RPTR TOLD HIM THAT THIS TYPE OF CLRNC WOULD BE ACCEPTED AT PLT'S DISCRETION.

Synopsis :

AN ACR FK10 FLC RPTS THAT A TWR CTLR ATTEMPTED TO CONVINCE THEM TO ACCEPT A LAHSO CLRNC ON A RWY THAT THE FLC CONSIDERED WET. THE FLC BELIEVES THAT THE CTLR THOUGHT THAT HIS HOLD SHORT CLRNC WAS MANDATORY.

Time

Date : 199806

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BUR

State Reference : CA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BUR

Make Model : Commercial Fixed Wing

Aircraft / 2

Make Model : Cessna Aircraft Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 5000

ASRS Report : 405615

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative :

ON FINAL APCH TO RWY 15 AT BUR, WE HEARD TWR CLR A CESSNA TO LAND ON RWY 8, HOLD SHORT OF RWY 15. (I COMMENTED TO THE FO THAT I HOPED THE CESSNA FOLLOWED HIS LAHSO INSTRUCTIONS!) AFTER TOUCHDOWN, I PICKED UP A VISUAL ON THE CESSNA AS HE CAME FROM BEHIND THE FBO BUILDINGS NEAR THE INTXN, AND POINTED THE CONFLICT OUT TO THE FO. IT WAS QUICKLY APPARENT THAT THE CESSNA WASN'T GOING TO STOP PRIOR TO THE INTXN. I SLOWED TO TAXI SPD PRIOR TO REACHING RWY 8 JUST AS THE TWR WAS INFORMING US THAT THE CESSNA WAS ROLLING THROUGH. SUBSEQUENT CONVERSATION WITH ATC REVEALED THAT THE CESSNA MAY NOT HAVE ACKNOWLEDGED THE LAHSO INSTRUCTIONS.

Synopsis :

A CESSNA LNDG ON RWY 8 AT BUR WAS GIVEN A LAHSO LNDG CLRNC FOR RWY 15. THE ACR MLG LNDG RWY 15 HAS TO BRAKE SHORT OF RWY 8 WHEN THE CESSNA ROLLS THROUGH THE INTXN.

Time

Date : 199807

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FSD

State Reference : SD

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FSD

Make Model : Cessna 152

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 150

Experience.Flight Time.Last 90 Days : 3

Experience.Flight Time.Type : 100

ASRS Report : 409053

Person / 2

Function.Controller : Local

Person / 3

Function.Other Personnel : Vehicle Driver

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Took Evasive Action

Narrative :

ON SHORT FINAL AT FSD, I WAS CLRED TO LAND RWY 21 AND HOLD SHORT OF RWY 33. JUST PRIOR TO LNDG, A MOWER PULLED OUT RIGHT AT THE END OF RWY 21. AFTER ADDING PWR TO ENSURE CLRING THE MOWER, I WAS UNABLE TO HOLD SHORT OF RWY 33 AND EXECUTED A TOUCH AND GO. RECOMMEND THAT CTLRS DO NOT ADVISE PLTS TO HOLD SHORT WHEN EQUIP IS ON OR AROUND THE RWY.

Synopsis :

SMA PLT EXECUTES MANEUVER DUE TO ARPT MOWER RWY TRANSGRESS. PLT BELIEVES TWR LCL CTLR WAS SOMEHOW INVOLVED.

ACN: 409680

Time

Date : 199807

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SAV

State Reference : GA

Altitude.AGL.Bound Lower : 500

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : SAV

Make Model : PA-34-200 Seneca I

Person / 1

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 585

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 1

ASRS Report : 409680

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Narrative :

DURING MY SECOND FLT IN THE PIPER SENECA PA34-200 I WAS RECEIVING DUAL INSTRUCTION. FOLLOWING MANEUVERS IN THE LCL TRAINING AREA I CALLED APCH CTL (SAVANNAH) AND STATED THAT WE WOULD LIKE TO RETURN FOR TOUCH AND GOES. MY INSTRUCTOR AND I HAD DIFFICULTY SEEING THE ARPT AND WE WERE GIVEN VECTORS TO FINAL. THE TWR FIRST TOLD US TO LAND (RWY 9) AND HOLD SHORT OF RWY 36. WE SAW THE ARPT AT 4.5 MI AND FLEW THE VISUAL APCH. THE TWR CANCELED OUR HOLD SHORT OF RWY 36 AND ADVISED US THAT THE FULL LENGTH WAS AVAILABLE. WE LANDED AND DID A TOUCH AND GO. THE TWR CTLR ADVISED US IF WE WANTED TO DO A TOUCH AND GO WE SHOULD HAVE ADVISED THEM. WE WERE APPARENTLY TOLD TO ENTER L TFC. MY INSTRUCTOR QUESTIONED ME WHEN WE TURNED INTO R TFC, BUT I ASSURED HIM WE WERE ADVISED R TFC. THE TWR CORRECTED US BUT TOLD US TO CONTINUE. MY LACK OF EXPERIENCE IN THIS TYPE OF ACFT, OUR CONCERN WITH THE REDUCED VISIBILITY, AND MY RELIANCE ON OUR INTENTIONS BEING RELAYED TO THE TWR FROM APCH CTL CONTRIBUTED TO THE VIOLATION. WHILE LEARNING TO FLY A NEW TYPE OF ACFT THE INSTRUCTOR SHOULD HAVE THE TASK OF TALKING TO APCH AND TWR AND REDUCE THE WORKLOAD ON THE STUDENT.

Synopsis :

PA34 TRAINEE, WITH INSTRUCTOR, FAILED TO ADHERE TO TWR TFC PATTERN INSTRUCTIONS AFTER MAKING A TOUCH AND GO INSTEAD OF FULL STOP LNDG, AS EXPECTED. TRAINEE WANTED INSTRUCTOR TO COMPLETE ALL COM WITH ATC. COCKPIT COORD APPARENTLY INCOMPLETE.

Time

Date : 199807

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA

State Reference : FL

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MIA

Controlling Facilities.Tower : MIA

Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 450

ASRS Report : 409722

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Resolatory Action.Other : Unspecified

Narrative :

WE WERE CLRED FOR THE ILS RWY 12 AT MIA ARPT. APCH CTLR REQUESTED WE KEEP OUR SPD UP AS LONG AS POSSIBLE. WHEN WE WERE AT THE FINAL APCH FIX, WE WERE SWITCHED TO TWR FREQ. THE TWR CTLR CLRED US TO LAND ON RWY 12, HOLD SHORT OF RWY 9R. WE WERE AT A FASTER SPD THAN NORMAL, TO FACILITATE APCH'S REQUEST. BY THIS TIME WE WERE INSIDE THE FAF, TRYING TO SLOW AND CONFIGURE THE AIRPLANE FOR LNDG. THE CAPT ASKED TWR HOW MUCH RWY WOULD BE AVAILABLE WITH LAHSO AND GOT NO REPLY. HE STARTED TO LOOK AT THE COMPANY SPECIAL PAGES TO FIND A LAHSO RWY AVAILABLE DISTANCE, BUT HAD A HARD TIME SINCE IT WAS DARK AND HE WEARS GLASSES. I FELT UNCOMFORTABLE GETTING A LAHSO CLRNC SO LATE, WHILE WE WERE VERY BUSY. ALSO, OUR UNION HAS ISSUED MANY SAFETY BULLETINS RECOMMENDING PLTS NOT ACCEPT LAHSO CLRNC'S UNTIL MANY ISSUES ARE RESOLVED. I TOLD THE CAPT I DIDN'T WANT TO LAND AND HOLD SHORT OF RWY 9R. HE TOLD TWR 'UNABLE TO LAND AND HOLD SHORT.' TWR REPLIED, CANCEL LNDG CLRNC RWY 12, CLRED TO LAND RWY 9L. WE WERE ABOUT 2-3 MI OUT, AND I COULDN'T SEE RWY 9L. WE DIDN'T HAVE ANY NAVAIDS OR FMS DISPLAY SET FOR RWY 9L, AND I WASN'T SURE WHERE RWY 9L WAS IN RELATION TO RWY 12. I ASKED THE CAPT TO DIAL IN THE RWY 9L LOC FREQ, BUT HE WAS BUSY AND DIDN'T HEAR. DURING ALL THIS CONFUSION, SOMEHOW THE AUTOTHROTTLES WERE DISCONNECTED AND I DIDN'T REALIZE IT, GETTING 10 KIAS SLOW. WE WERE BOTH LOOKING OUTSIDE FOR THE 9L RWY AND PICKED UP THE VASI FOR A NORMAL LNDG. TWR PUT US IN A DANGEROUS SIT. LAHSO IS A BAD IDEA. NEXT TIME I'LL GO AROUND.

Synopsis :

THE CREW ON A B757 LNDG RWY 12 AT MIA IS INSTRUCTED TO LAND AND HOLD SHORT OF RWY 9R. APPROX 2-3 MI OUT, THE B757 CREW ADVISES THE TWR THAT THEY ARE UNABLE TO LAND AND HOLD SHORT.

Time

Date : 199807

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : MIA

State Reference : FL

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : MIA

Controlling Facilities.Tower : MIA

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 2500

ASRS Report : 410159

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Controller Intervened

Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

A REAL BAD DAY AT ATC -- ON VECTORS FOR RWY 12 (1ST RWY CHANGE) ORIGINALLY HEADED FOR RWY 9R, ALMOST OVERHEAD ARPT AT 9000 FT, BIG VECTORS TO RECOVER POS AND SPACING, ON LOC FINALLY, ANOTHER CTLR CAME ON AND SAID 'THIS AIN'T GONNA WORK' AND ISSUED GAR INSTRUCTIONS. WE COMPLIED. 2ND APCH TO RWY 12, TWR SAID CLRED TO LAND RWY 12 LAHSO RWY 12, HOLD SHORT RWY 9R. MY OPS SPECS PRECLUDE LAHSO WITH THE B767 ON RWY 12 SO I REFUSED. 'OK THEN, BE READY TO GAR,' AND THEN CLRED FOR RWY 9L. A LITTLE LATE, BEYOND MY COMFORT ZONE TO CHANGE RWYS -- NOW A CIRCLE APCH THOUGH VISUAL -- ON FINAL. REFUSED -- MORE GAR INSTRUCTIONS AND VECTORS, FINALLY TO RWY 9R. AGAIN, THE TWR CLRED US TO LAND RWY 9R LAHSO RWY 12. WE AGAIN REFUSED AND WERE CLRED TO LAND FULL LENGTH. THE CTLRS SEEM TO BE TRYING TO JAM THIS LAHSO DOWN OUR THROATS. IT WON'T HAPPEN AS LONG AS WE STILL HAVE THE THROTTLES IN THE COCKPIT.

Synopsis :

CAPT OF A B767 REFUSES TWR LAHSO (LAND AND HOLD SHORT OF) RWY REQUEST FOR LNDG. AFTER THREE CHANGES OF RWYS, ATC PROVIDES LNDG CLRNC WITH FULL RWY LENGTH AVAILABLE.

ACN: 411438

Time

Date : 199808

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW

State Reference : TX

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Aircraft / 1

Controlling Facilities.Tower : DFW

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 411438

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

ATC FACILITY: DFW TWR. LOCATION: DFW W RWY COMPLEX. WHILE AWAITING DEP FOR SLC, I WITNESSED DFW TWR ISSUE LAHSO CLRNCs TO A NUMBER OF ACFT LNDG RWY 18R WITH A HOLD SHORT OF TXWY B CLRNC. SURFACE WINDS AT THE TIME WERE RPTED AS 350 DEGS AT 6 KTS AND THE WIND SOCK ADJACENT TO RWY 18L WAS VERIFYING THE N WIND. I REQUESTED THE WIND AND IT WAS AGAIN RPTED AS 010 DEGS AT 6 KTS. I INFORMED THE TWR VIA RADIO THAT THE LAHSO WAS NOT PERMITTED UNDER OUR MANUAL AND THEY DID STOP ISSUING THAT CLRNC. THE FOLLOWING DAY, I RETURNED TO DFW FROM ORD AND HEARD THE ATIS BROADCAST ATIS INFO, XA53Z, WIND RPTED AT 350 DEGS AT 8 KTS LNDG TO THE S, LAHSO IN EFFECT, PLAN TO HOLD SHORT OF TXWY B, 8450 FT AVAILABLE ON RWY 17C. WE WERE THE NEXT TO LAST TO LAND TO THE S. AS WE CONTACTED DFW TWR, THEY DID NOT ISSUE THE ACTUAL LAHSO CLRNC. OUR CREWS ARE LED TO BELIEVE THIS IS OK, EVEN THOUGH PART 1 SPECIFICALLY PROHIBITS A TAILWIND LAHSO. WE NEED TO HAVE THIS STOPPED BY TWRS ACROSS THE UNITED STATES AND REMIND OUR CREWS OF THE RULES.

Synopsis :

S80 CAPT RPT REGARDING THE LAHSO OPS AT DFW WITH TAILWIND EXISTING. WHEN HE SPOKE TO THE TWR ABOUT THE OP, THEY STOPPED IT.

Time

Date : 199808

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD

State Reference : IL

Altitude.MSL.Bound Lower : 500

Altitude.MSL.Bound Upper : 1300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 400

ASRS Report : 411991

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Insufficient Time

Resolatory Action.Other : Unspecified

Narrative :

ON APCH TO RWY 14R ORD. AFTER SWITCHING FROM APCH TO TWR FLT XXX WAS CLRED TO LAND RWY 14R HOLD SHORT OF RWY 9R, DUE TO TFC. I WAS THE CAPT AND NON FLYING CREW MEMBER. FO WAS THE PF. AROUND 1300 FT I ADVISED ORD TWR, UNABLE TO HOLD SHORT OF RWY 9R. WE WERE 2 1/2 MI BEHIND A B757, ENCOUNTERING LIGHT CHOP FROM WING VORTICES. FO ELECTED TO SLOW DOWN AND REMAIN 1 DOT ABOVE THE GS. APCH WAS FLOWN VREF +10-15 KTS. TWR QUESTIONED MY LNDG CLRNC AND I RESTATED. CTLR THEN SAID PREPARE FOR GAR. AROUND 500 FT TWR SAID 'ACR XXX CLRED TO LAND, HOLD SHORT OF RWY 9R.' I AGAIN STATED CLRED TO LAND, UNABLE TO HOLD SHORT RWY 9R. TWR SAID, 'GO AROUND, RWY HDG, MAINTAIN 4000 FT.' NORMAL GAR, THEN SWITCHED TO ORD DEP. I WAS ASKED THE NATURE OF THE GAR AND STATED TOO CLOSE TO B757, IN CHOP, AND DID NOT ACCEPT HOLD SHORT OF RWY 9R. HE SAID ROGER AND THEN HANDLED US FOR A QUICK VISUAL TO RWY 9R. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: WHEN THE CAPT INFORMED THE TWR THAT HE WOULD BE UNABLE TO HOLD SHORT, HE GOT NO RESPONSE FROM THEM. THE RPTR STATED IT WAS LIKE HE WAS 'BEING IGNORED.' THIS HAPPENED TWICE. WHEN HE WAS GIVEN FINAL LNDG CLRNC WITH THE HOLD SHORT, THE RPTR FURTHER STATED 'THE TWR CTLR SEEMED VERY PUT OUT WHEN SHE WAS TOLD A THIRD TIME THAT THEY WOULD BE UNABLE TO ACCEPT A LAND, HOLD SHORT CLRNC.' THE CREW SAID THEY DEFINITELY FELT THE GAR WAS PUNITIVE IN NATURE. THE CREW WAS ADVISED BY THE TWR THAT THEY WERE 2 1/2 MI BEHIND A B757. THEY WERE ABLE TO CONFIRM THE SPACING ON TCASII, SET TO THE 5 MI SCALE. THEY WERE GETTING MODERATE TURB AND ROLLING, UP TO 30 DEG BANK ANGLE, FROM THE WAKE OF THE B757. THIS REQUIRED THE CREW TO FLY HIGH ON THE GS AND ADD 15-20 KTS TO VREF SPD. THEY ALSO PLANNED TO LAND AFTER THE TOUCHDOWN POINT OF THE B757. THE CAPT WAS UNAWARE OF THE RWY LENGTH HE HAD AVAILABLE, BUT BEING HIGH, FASTER THAN NORMAL, AND HAVING A POTENTIAL TOUCHDOWN POINT 3000 FT FROM THE END OF THE RWY, WERE THE REASONS HE REFUSED THE HOLD SHORT CLRNC. THE CAPT ALSO STATED THAT THERE WAS A DISTR CAUSED BY THE ACFT LNDG ON RWY 9R. HE WAS CONCERNED WITH A MISSED APCH. WHERE DO YOU GO IF BOTH ACFT MAKE A MISSED APCH? THE CAPT DID NOT REMEMBER THE ACTUAL WIND BUT WAS SURE IT WAS A SLIGHT QUARTERING XWIND. THE RWY WAS DRY.

Synopsis :

B727 CREW WAS FORCED TO GAR AFTER THEY INFORMED TWR THEY WERE UNABLE TO ACCEPT A LAHSO CLRNC.

ACN: 412164

Time

Date : 199808

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW

State Reference : TX

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 412164

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Insufficient Time

Narrative :

ON AUG/XA/98 AT AA30, THE DFW ATIS WAS INFO ABCD AT AB53Z SAID, 'WIND 100 DEGS AT 11 KTS GUSTING TO 20 KTS, LNDG RWY 31, 35, 36.' LLWAS IN EFFECT. ACFT LNDG ON RWYS 35/36 EXPECT TO HOLD SHORT OF TXWY EJ OR Z. I DO NOT RECALL WHICH TXWY. WE LANDED ON RWY 35R AND WERE NOT GIVEN A HOLD SHORT CLRNC. THE WIND AT THAT TIME BY TWR WAS 090 DEGS AT 12 KTS. OTHER ACFT WERE LNDG RWYS 31R AND 35C. SEVERAL ACFT WERE GIVEN LAHSO ON RWY 35C TO HOLD SHORT OF TXWY Z. I DO NOT RECALL WHAT WIND THE TWR WAS GIVING THEM. THE REASON FOR MY RPT IS, I THINK IT IS CONTRADICTING FOR THE ATIS TO SHOW A TAILWIND, AND AT THE SAME TIME SAY THEY ARE DOING LAHSO OPS. I DO KNOW IF ACFT WERE ACTUALLY BEING CLRED TO LAND WITH A TAILWIND AND TOLD TO HOLD SHORT, BUT THE TWR WAS GIVING THE WIND AS 090 DEGS TO US AND OTHER ACFT. WITH THAT IN MIND, I BELIEVE THAT WOULD MAKE RWY 35C ILLEGAL FOR LAHSO OPS.

Synopsis :

MD80 ACFT. ARPT ATIS GAVE LAND, HOLD SHORT INFO WHILE ALSO GIVING A TAILWIND.

Time

Date : 199809
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS
State Reference : MA
Altitude.AGL.Bounds Lower : 100
Altitude.AGL.Bounds Upper : 1300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS
Make Model : SF 340a

Aircraft / 2

Make Model : DC-10 Undifferentiated or Other Model

Aircraft / 3

Make Model : Widebody, Low Wing, 3 Turbojet Eng

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 3500
ASRS Report : 413441

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Anomaly.Other Anomaly : Loss Of Aircraft Control
Independent Detector.Other.Flight CrewA : Unspecified
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

LAHSO. WHILE ON APCH TO RWY 4L AT BOS, IT IS NOT UNCOMMON TO BE ABEAM OR SLIGHTLY BEHIND TO THE L OF A LARGE OR HVY ACFT. IT IS NOT UNCOMMON FOR THE PREVAILING WINDS TO BE OUT OF THE E, ALLOWING WINGTIP VORTICES (WAKE TURB) TO DRIFT INTO THE RWY 4L APCH COURSE. TWR ASSIGNS CLRNC 'XYZ123 YOU'RE CLRED TO LAND RWY 4L HOLD SHORT OF RWY 33R.' WHAT MAKES THIS SIT UNSAFE OR A HAZARD IS WHEN LCL TWR PUTS A LARGE OR HVY INTO POS ON RWY 9 AND IS TIMING THE RWY 9 DEP ON THE ARR OF RWY 4R. TYPICALLY, THE RWY 9 DEP IS SITTING 'READY TO GO, PWR UP' (MORE THAN IDLE). THE THRUST FROM THE RWY 9 DEP ALONG WITH THE DRIFTING WAKE FROM THE ARR ON RWY 4R, AND THE CLRNC TO LAHSO IS NOT AS SAFE AN OP AS THIS COULD BE. HVY ACFT RANGE FROM B757, B747, AIRBUS 330, DC10, B767, B777, L1011. WHAT MAKES THIS VERY INTERESTING IS WHEN THE RWY 9 DEP IS AN L1011 OR DC10, HIGH TALL MOUNTED ENC. NO EASY ANSWER OTHER THAN GO AROUND. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CAPT SAID THIS WAS AN SF340 AND THOUGHT THAT THIS WAS THE WORST OF ALL WORLDS FOR SMALLER LNDG ACFT. HE WANTED TO KNOW WHY ATC USUALLY PLACED THE HEAVIER ACFT ON THE R RWY. THIS SEQUENCE PLACED THE SMALLER ACFT ON THE DOWNWIND SIDE OF THE LARGER ACFT, EXPERIENCING THEIR WAKE TURB AND ALSO THE JETBLAST FROM RWY 9 TFC HOLDING FOR AN IMMEDIATE TKOF AFTER LNDG TFC RWY 4R. THE FO WAS FLYING THE ACFT BUT THE CAPT TOOK OVER AND PERFORMED THE GAR. THE TWR DOES NOT ISSUE ADVISORIES TO ACFT LNDG RWY 4L ABOUT THE JETBLAST POSSIBILITIES. THE CAPT WASN'T CERTAIN WHAT HE EXPERIENCED, JETBLAST OR WAKE TURB. HE FELT IT WAS A POSSIBLE COMBINATION OF BOTH. HE SENT IN A COMPANY RPT AND ONE TO HIS UNION SAFETY COMMITTEE. THEY SAID THEY WOULD TAKE THIS UP WITH THE TWR. THE LAHSO CLRNC SEEMED TO BE THE LESSER OF THE EVILS PRESENTED TO HIM ON THAT APCH.

Synopsis :

A LNDG SF340 HAS TO GO AROUND AFTER EXPERIENCING A 30 DEG ROLL ON SHORT FINAL TO RWY 4L AT BOS. ALT WAS ABOUT 200-300 FT AGL. FLT HAD BEEN GIVEN A LAHSO BUT HAD A DC10 ON FINAL TO RWY 4R AND A DC10 WITH PWR UP, HOLDING ON RWY 9 FOR AN IMMEDIATE DEP.

ACN: 413556

Time

Date : 199809

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW

State Reference : TX

Altitude.AGL.Bounds Lower : 0

Altitude.AGL.Bounds Upper : 0

Aircraft / 1

Controlling Facilities.Tower : DFW

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Controller : Local

ASRS Report : 413556

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : Unspecified

Resolutive Action.None Taken : Insufficient Time

Resolutive Action.None Taken : Unable

Narrative :

ACR XX B757 WAS CLRED TO LAND RWY 35C WITH RESTR TO HOLD SHORT OF TXWY EJ ON LNDG ROLL. HE DID NOT READ BACK THE HOLD SHORT INSTRUCTIONS. THIS IS HAPPENING ON A REGULAR BASIS WITH ACR PLTS. I BELIEVE IT'S THEIR WAY OF PROTESTING THE FACT THAT THEY DON'T LIKE LAHSO PROCS. IF THEY DON'T WANT TO ACCEPT THE CLRNC, THEN THEY NEED TO SAY SO -- NOT JUST IGNORE IT. THIS BEHAVIOR GREATLY INCREASES THE POTENTIAL FOR SYS ERRORS.

Synopsis :

A DFW CTLR GIVES A LAHSO INSTRUCTION TO A LNDG B757 BUT RECEIVES NO ACKNOWLEDGEMENT OF THE CLRNC.

Time

Date : 199807

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DCA

State Reference : DC

Altitude.AGL.Bound Lower : 150

Altitude.AGL.Bound Upper : 150

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA

Make Model : Baron 58/58tc

Aircraft / 2

Make Model : Dash 8 Series Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1900

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 500

ASRS Report : 413596

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

AS PIC (PNF) OF BE58 (BARON) WE WERE CLRED TO LAND RWY 33 AT DCA WHILE A COMMUTER ACFT (DHC8) WAS CLRED TO LAND RWY 36 TO HOLD SHORT OF OUR RWY 33. COMMUTER WAS ON AN INTERSECTING (COLLISION) COURSE WITH US AS HIS RELATIVE POS DID NOT CHANGE FROM MY VIEW. TEMP WAS HOT (94 DEGS F) AND DHC8 APPEARED TO FLOAT EXCESSIVELY IN THE FLARE AND APPEARED TO BE TRAVELING AT A HIGH RATE OF SPD, EVEN AFTER TOUCHDOWN. THIS MAY HAVE BEEN DUE TO THE INCREASED DENSITY ALT AND HIGHER THAN NORMAL TRUE AIRSPD OVER STANDARD CONDITIONS. IT ALSO MAY HAVE BEEN INTENTIONAL AS THE COMMUTER GATES ARE ON THE N END OF THE ARPT AND A LONG TOUCHDOWN WOULD REDUCE COMMUTER'S TAXI TIME. I BEGAN TO WONDER IF THE COMMUTER WOULD BE ABLE TO STOP. WE WERE STILL ON INTERSECTING COURSE AFTER COMMUTER TOUCHED DOWN AND WE WERE XING THE ARPT BOUNDARY. I BELIEVED THE COMMUTER WOULD LIKELY BE ABLE TO STOP (APPROX 4500 FT AVAILABLE FOR THEM) HOWEVER, THERE WAS ENOUGH DOUBT THAT I CHOSE NOT TO PUT OUR FLT AND PAX AT RISK AND INSTRUCTED PF TO GAR. LAHSO OP WAS CONDUCTED IN ACCORDANCE WITH APPROPRIATE PLT AND AIR TFC PROCS WITH BOTH ACFT ADVISED OF THE OTHER'S POS AND INTENTIONS. COMMUTER TURNED OFF APPROX 1000 FT SHORT OF INTXN. PAX RECORDED EVENT ON VIDEO. WE WERE ASKED BY ATC IF THERE WAS A PROB AND TOLD THEM WE WERE UNSURE IF COMMUTER WOULD STOP. WE WERE INSTRUCTED TO ENTER DOWNWIND FOR RWY 3 AND PROMPTLY CLRED TO LAND. IN THIS CASE, ALL LAHSO PROCS WERE MET AND A COLLISION RISK AT A CRITICAL PHASE OF FLT STILL SEEMED APPARENT. UPON DEBRIEF, SIC INDICATED HE SHARED MY CONCERN REGARDING THE COMMUTER'S ABILITY TO STOP. LAHSO, EVEN WHEN CONDUCTED WELL, SEEMS TO PRESENT RISKS AND LACK SAFEGUARDS, UNLIKE OTHER FLT OPS. A CONTRIBUTING FACTOR IN MY DECISION TO GAR, WAS AT THE INTXN OF THE 2 RWYS, OUR ACFT SPD WOULD HAVE BEEN TOO SLOW TO FLY AND TOO FAST TO STOP, SO THE ONLY OPTION WOULD HAVE BEEN AN EVASIVE MANEUVER ON THE GND. I DIDN'T CONSIDER THIS ACCEPTABLE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT THIS LAHSO OP WAS ACCOMPLISHED STRICTLY 'BY THE BOOK' WITH ALL COM AND PROCS HANDLED QUITE WELL AND IT STILL TURNED OUT TO BE A PROB SIT. WITH A CLOSE INVOLVEMENT IN LAHSO OPS AND STUDY OF OTHER SUCH INCIDENTS THIS RPTR FEELS THAT LAHSO IS EXTREMELY DANGEROUS. ONE OF THE PAX IN THE ACFT HAD A VIDEO CAMERA AND VIDEO TAPED THE INCIDENT. REVIEW OF THE TAPE SEEMS TO CONFIRM THAT IT WAS UNSAFE TO CONTINUE THE APCH AND LNDG. THE GAR WAS THE ONLY SAFE OPTION.

Synopsis :

FLC OF BEECH 58 IS INVOLVED IN A POSSIBLE COLLISION INCIDENT WITH A LAHSO OP WITH A DASH 8 COMMUTER WHO WAS GIVEN THE LAHSO CLRNC. A GAR WAS INITIATED BY RPTR ACFT.

Time

Date : 199809

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA

State Reference : FL

Altitude.AGL.Bound Lower : 400

Altitude.AGL.Bound Upper : 400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA

Make Model : SF 340b

Aircraft / 2

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 3500

ASRS Report : 413615

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : NMAC

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.Flight Crew : Took Evasive Action

Resolutive Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

SEVERAL MI FROM RWY 9R, GIVEN CLRNC TO LAND AND TO HOLD SHORT OF RWY 12. FOLLOWING A DASH 7. OUR RELATIVE DISTANCE BTWN EACH ACFT WAS DECREASING, BTWN 100-200 FT AGL. ADVISED THE FO TO PLAN FOR A GAR SINCE THE DASH 7 WAS STILL ON THE RWY. A FEW SECONDS LATER, I TOLD THE FO TO COMMENCE THE GAR. AS THE PNF BEGAN THE PROCESS OF 'CLEANING UP' THE ACFT AND ADVISED THE TWR WE WERE 'GOING AROUND,' TWR REPLIED WITH A R TURN WHEN SPD AND ALT PERMITTED. CLBING THROUGH 400 FT, MY ATTN WAS DRAWN TO AN OBJECT ON THE L. SIGHTED A B737 CLBING OFF RWY 12. IT WAS SLIGHTLY BELOW OUR ALT AND CONVERGING. THERE WAS NO RELATIVE MOVEMENT BTWN OUR 2 ACFT. I TOOK CTL OF THE ACFT AND BEGAN A HIGH ANGLE BANK TO THE R. GLANCING BACK OUT THE SIDE WINDSHIELD, I NOTED THE B737 STARTING TO TURN TO THE L. THE TWR ISSUED A TURN TO THE SW. ADVISED THE FO I HAD THE ACFT AND FINISHED THE BALKED LNDG PROC AND CLB CHKS. RETURNED TO LAND RWY 9R UNEVENTFULLY. OTHER THAN THE INITIAL LAND AND HOLD SHORT CLRNC INDICATING OPS IN PROGRESS ON RWY 12 WE DID NOT RECEIVE ADVISORIES REGARDING TFC. DO NOT RECALL HEARING THE TKOF CLRNC FOR THE B737. TCASII DID NOT PROVIDE GUIDANCE.

Synopsis :

SF340 CREW ENCOUNTERS NMAC DURING GAR IN MIA AIRSPACE.

Time

Date : 199809

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : MIA

State Reference : FL

Altitude.MSL.Bound Lower : 0

Altitude.MSL.Bound Upper : 1500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : MIA

Make Model : Regional Jet C165

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 3000

ASRS Report : 414424

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

TWR CTLR TOLD US TO LAND AND HOLD SHORT RWY 12 FOR DEP/ARR ACFT. I TOLD HIM THAT I WAS 'UNABLE.' HE TOLD ME I MIGHT HAVE TO GO AROUND THEN. I TOLD HIM THAT WOULD BE FINE. HE THEN ASKED IF I HAD TOLD APCH THAT I COULD NOT HOLD SHORT AND I TOLD HIM NO, THAT I COULD NOT GET A WORD IN EDGEWISE. SOME ATC CTLRS ARE UPSET THAT MANY PLTS ARE NOT ACCEPTING LAHSO CLRNCs DUE TO THE FACT THAT WE CONSIDER THEM NOT SAFE. MIA TWR HAS CALLED MANY OF OUR PLTS ON THE PHONE OR REQUESTED A PHONE CALL WHEN THEY DO NOT ACCEPT A LAHSO CLRNC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR INDICATED THAT DUE TO A NUMBER OF SAFETY ISSUES THE PLTS IN HIS COMPANY ARE CATEGORICALLY REFUSING ALL LAHSO REQUESTS: 1) ACFT OPERATING LIMITATIONS IN THE LNDG CONFIG (15 DEG BANK) WOULD BE EXCEEDED IF THE PROC REQUIRED (30 DEG BANK) FOR A GAR WERE FOLLOWED. 2) A SIGNIFICANT NUMBER OF INCIDENTS HAVE OCCURRED WHERE APCH CTL NEGLECTED TO CONTACT TWR. 3) LAHSO REQUESTS HAVE BEEN GIVEN IN MARGINAL WX OR WHEN TAILWINDS EXIST. HE ALSO INDICATED THAT 'MANY OF THE PLTS IN HIS COMPANY HAVE BEEN PHONED, OR REQUESTED TO CALL THE TWR IF A LAHSO WAS NOT ACCEPTED.' RPTR FELT THIS WAS A SUBTLE FORM OF COERCION.

Synopsis :

APCHING MIA, A CL65 REGIONAL JET WAS ISSUED LAHSO CLRNC DUE TO DEPARTING ARRIVING ACFT. THE RPTR WAS UNABLE TO XMIT REFUSAL OF LAHSO TO APCH CTL DUE TO FREQ CONGESTION. ON INITIAL CONTACT WITH TWR, HE WAS AGAIN ISSUED LAHSO. CAPT REFUSED AND WAS SENT AROUND.

Time

Date : 199809

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD

State Reference : IL

Altitude.MSL.Bound Lower : 1500

Altitude.MSL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ORD

Controlling Facilities.Tower : ORD

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2200

ASRS Report : 414636

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : Unspecified

Independent Detector.Other.Flight CrewA : Unspecified

Resolutive Action.None Taken : Unable

Narrative :

LAHSO ON ATIS. APCH ADVISED ON INITIAL CONTACT. WE WERE VECTORED FOR RWY 9R. ON CONTACT WITH TWR, WERE ADVISED TO HOLD SHORT OF TXWY S. WE DECLINED, WHICH CAUSED THE CTLR TO CHUCKLE. THE APCH CTLR HAD ADVISED US TO TELL TWR OUR INTENTIONS TO NOT LAND AND HOLD SHORT.

Synopsis :

B727 FLC REFUSES LAHSO CLRNC AT ORD.

ACN: 414661

Time

Date : 199809

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD

State Reference : IL

Altitude.MSL.Bound Lower : 1500

Altitude.MSL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2200

ASRS Report : 414661

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

NO LAHSO ON ATIS. HOWEVER, ON INITIAL CONTACT WITH LCL TWR CTL, WE WERE CLRED TO LAND TO HOLD SHORT OF TXWY S. WE DECLINED AND WERE CLRED TO LAND WITH FULL LENGTH AVAILABLE. I THOUGHT THAT IF LAHSO WERE IN EFFECT IT WAS SUPPOSED TO BE ON ATIS. RWY WAS RWY 9R.

Synopsis :

A CAPT'S RPT ON THE ATIS AT ORD NOT CONTAINING ANY INFO REGARDING THE LAHSO BEING RUN ON RWY 9R, HOLD SHORT OF TXWY S.

ACN: 414679

Time

Date : 199809

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Controller : Local

ASRS Report : 414679

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Events

Independent Detector.Other.ControllerA : Unspecified

Resolatory Action.None Taken : Unable

Narrative :

ACR X, A B757, CHKED IN. THE TWR CLRED HIM TO LAND RWY 35C WITH RESTR TO HOLD SHORT OF TXWY EJ. ACR X ACKNOWLEDGED WITH 'CLRED TO LAND' (NO HOLD SHORT READBACK). THE TWR THEN SAID 'AND HOLD SHORT OF TXWY EJ FOR XING TFC.' ACR X RESPONDED WITH 'ROGER' -- AGAIN WITH NO READBACK. PLTS HAVE MADE IT KNOWN THAT THEY DON'T LIKE LAHSO, SO THEY'RE PLAYING GAMES ON FREQ (NOT ALL PLTS). THERE ARE GOING TO BE SAFETY PROBS IF THIS CONTINUES. IF THEY DON'T WANT TO ACCEPT THE HOLD SHORT INSTRUCTIONS, THEY NEED TO ADVISE.

Synopsis :

A B757 WAS GIVEN A LNDG CLRNC BY THE TWR AND ASKED TO HOLD SHORT OF TXWY EJ. THE PLT ACKNOWLEDGED THE LNDG CLRNC, BUT NOT THE HOLD SHORT INSTRUCTIONS. THE CTLR STATED AGAIN TO HOLD SHORT OF THE TXWY AND THE PLT RESPONDED WITH A 'ROGER.'

ACN: 414680

Time

Date : 199809

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Controller : Local

ASRS Report : 414680

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Flight Crew : Second Officer

Events

Independent Detector.Other.ControllerA : Unspecified

Resolutory Action.None Taken : Unable

Narrative :

ACR X, A B727, WAS CLRED TO LAND ON RWY 17C TO HOLD SHORT OF TXWY B. ACR X WOULD NOT READ BACK HOLD SHORT INSTRUCTIONS. IF THE PLT CAN'T, OR DOES NOT WANT TO ACCEPT THE CLRNC, HE NEEDS TO ADVISE -- NOT JUST IGNORE THE PORTION OF THE CLRNC HE DOESN'T LIKE. THIS IS BECOMING A CONSTANT PROB.

Synopsis :

A LNDG B727 IS ISSUED A LAHSO CLRNC ON RWY 17C. THE PLT ACKNOWLEDGED THE LNDG, BUT NOT THE HOLD SHORT. THE RPTR CLAIMS THAT THIS IS BECOMING A CONSTANT PROB.

Time

Date : 199809

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS

State Reference : NV

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 415297

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 415296

Person / 3

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : Unspecified

Resolutory Action.None Taken : Detected After The Fact

Narrative :

XX21Z, LAS TWR, 1000 FT AGL. DSDNDING THROUGH 2000 FT AGL, WE ELECTED NOT TO LAND ON RWY 25L DUE TO EXCESS TAILWIND. WE REQUESTED RWY 19L. THERE WAS A COORD DELAY BTWN LAS APCH AND LAS RWY 19L TWR. WHEN WE WERE CLRED FOR THE VISUAL RWY 19L, WE ENTERED A DOWNWIND FOR RWY 19L. AT APPROX 1000 FT WE HANDED OFF TO TWR WHO CLRED US TO LAND RWY 19L WITH THE RESTR TO HOLD SHORT RWY 25R. MY FO ACKNOWLEDGED THE CLRNC AND I ASKED HIM TO VERIFY WE WERE LEGAL TO HOLD SHORT, BUT I DID NOT SPECIFY WHERE OR HOW TO VERIFY THIS. HE SAID WE WERE OK AND GAVE ME A FIGURE OF HOW MUCH RWY THERE WAS AVAILABLE. THE FLT CONCLUDED NORMALLY. IT WAS NOT UNTIL WE WERE PREPARING FOR THE NEXT LEG THAT I REALIZED THE ACR PAGES DID NOT ALLOW A HOLD SHORT FOR RWY 19L. THE FO HAD SIMPLY LOOKED AT THE 10-9 PAGE AND DETERMINED THE AMOUNT OF RWY WE HAD AVAILABLE. THE NEXT TIME I WILL NOT ACCEPT A HOLD SHORT CLRNC IN A RUSHED SIT LIKE THIS. SUPPLEMENTAL INFO FROM ACN 415296: THE CAPT ASKED ME IF WE COULD ACCEPT THAT PROHIBITED US FROM ACCEPTING LAND AND HOLD SHORT RESTRS ON RWY 19L. NEXT TIME I WILL LOOK AT THE CORRECT ACR PAGE FOR THE PARTICULAR RWY AND NOT RUSH MYSELF.

Synopsis :

AN MD80 LANDS AND HOLDS SHORT OF RWY 25R AT LAS. AFTER FLT, THE CAPT FINDS THEY WERE NOT SUPPOSED TO ACCEPT LAHSO FOR THEIR LNDG RWY.

Time

Date : 199810

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD

Locale Reference.ATC Facility : ORD

State Reference : IL

Altitude.MSL.Bound Lower : 100

Altitude.MSL.Bound Upper : 2300

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : ORD

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 419017

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.Other : Unspecified

Narrative :

WHILE ON FINAL APCH TO ORD, THE ACFT WAS STRUCK BY LIGHTNING. SUBSEQUENT MAINT INSPECTION FOUND NO DAMAGE. ON THE SAME APCH, I REFUSED A LAHSO CLRNK ON RWY 14R DUE TO A WET RWY AND TSTMS IN THE AREA. INITIALLY, THE TWR CTLR'S ATTITUDE WAS VERY ANTAGONISTIC, AS IF A BLASPHEMY HAD BEEN UTTERED. HE THEN ASKED US TO S-TURN AT ABOUT 500 FT AND TOLD US TO EXPECT LNDG CLRNK OVER THE NUMBERS. AT ABOUT 100 FT, WE WERE TOLD TO GO AROUND. IN GENERAL, I AM SEEING MORE AND MORE INCIDENTS WHERE CTLRS ARE ATTEMPTING TO PUSH CAPTS INTO DECISIONS THAT WOULD SHRINK THE MARGIN OF SAFETY IN A GIVEN SIT. I UNDERSTAND THE CTLR'S DESIRE TO 'MOVE AIRPLANES' AND THE PLT'S DESIRE TO EXHIBIT A 'CAN DO' ATTITUDE, BUT I BELIEVE THIS TREND TO BE UNHEALTHY.

Synopsis :

MD80. BECAUSE OF WX, HAD ALREADY HAD LIGHTNING STRIKE, CREW REFUSED A LAHSO TO RWY 14R AT ORD.

Time

Date : 199812

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RIC

State Reference : VA

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : RIC

Make Model : DC-8 63

Aircraft / 2

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10780

Experience.Flight Time.Last 90 Days : 149

Experience.Flight Time.Type : 3200

ASRS Report : 422643

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1630

Experience.Flight Time.Last 90 Days : 22

Experience.Flight Time.Type : 22

ASRS Report : 422417

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : Unspecified

Resolatory Action.None Taken : Insufficient Time

Narrative :

DURING LNDG ROLLOUT ON RWY 34, I RECALL HEARING INSTRUCTIONS TO 'HOLD SHORT OF RWY 2 AT END OF RWY 34,' I GLANCED AT THE ARPT DIAGRAM, NOTICED THAT RWY 34 AND RWY 2 WAS SEPARATED BY TXWY Q. REACHING THE LAST 100 FT OF RWY 34, MY ATTN WAS ON STOPPING THE ACFT. AS I TURNED OFF THE RWY, IT BECAME APPARENT THAT I WAS GOING TO HAVE TO STOP BEFORE XING THE EDGE BOUNDARY OF RWY 2. I WAS EXPECTING TO SEE HOLD LINES ON TXWY Q NEAR RWY 34. WHERE I STOPPED, 1/2 OF THE ACFT (DC8-63) WAS STILL ON RWY 34, SHORT OF RWY 2'S EDGE BOUNDARY, ON TXWY Q. NOTES: THE PROB AROSE OR THE MISCONCEPTION STARTED WITH: 1) NO LAHSO DATA STATED ON ARPT RWY INFO PLATE (10-9A). 2) ON THE RIC ATIS FOR THAT MORNING, THERE WAS NO MENTION OF LAHSO OPS IN EFFECT. 3) THE TWR GAVE THE HOLD SHORT INSTRUCTIONS AFTER LNDG DURING ROLLOUT. ALL 3 CREW MEMBERS HAVE EXPERIENCE ON THE DC8 WITH THIS COMPANY AND KNOWING OUR ACR DOES NOT ACCEPT LAHSO INSTRUCTION DUE TO OPERATIONAL CONSIDERATIONS. THE RESPONSE TO HOLD SHORT ON RWY 34 WOULD HAVE BEEN 'UNABLE.' COULD HAVE BEEN PREVENTED: 1) PLACE A REMARK TEXT ON THE ARPT DIAGRAM WHERE THE HOLD LINES ARE PHYSICALLY LOCATED ON RWY 34 WITH A SMALL ARROW. 2) STATE ON THE ATIS THAT LAHSO OPS ARE IN USE (WOULD GIVE FLC TIME TO COORD WITH TWR). 3) GIVE THE INSTRUCTIONS TO HOLD SHORT DURING THE LNDG CLRNC (WOULD ADVISE AT THAT TIME 'UNABLE'). 4) PLACE THE LAHSO DISTANCE ON THE RWY INFO PLATE TO ENSURE A RWY ANALYSIS COMPUTATION IS/HAS BEEN PERFORMED. SUPPLEMENTAL INFO FROM ACN 422417: DUE TO OUR PROX TO RWY 2, A SMALL COMMUTER ACFT ABORTED HIS TKOF BELIEVING THAT WE WERE BLOCKING THE RWY. WE DID NOT ENTER RWY 2 AT ALL. TO SORT THINGS OUT WE CONTACTED THE ATC CTLR AND IT WAS EXPLAINED THAT THE HOLD SHORT LINE WAS ACTUALLY ON RWY 34. I'VE ONLY SEEN HOLD SHORTS ON INTERSECTING RWYS. TO PREVENT A FUTURE EVENT, I HIGHLY RECOMMEND THAT A NOTE BE INSERTED ON THE ILS RWY 34 APCH PLATE THAT ACFT MAY BE ASKED TO HOLD SHORT OF RWY 2 HERE.

Synopsis :

A DC8-63 PIC RPT ON THE LACK OF RWY HOLD MARKINGS ON THE ARPT AERO CHART FOR RWY 34 HOLDING SHORT OF RWY 2 AT RIC, VA. COMMUTER ACFT ON RWY ABORTED TKOF, THINKING DC8 WAS TOO CLOSE TO RWY.

ACN: 425305

Time

Date : 199901

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : VGT

State Reference : NV

Altitude.AGL.Bound Lower : 300

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-32 Cherokee Six/Lance/Saratoga

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 500

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 400

ASRS Report : 425305

Person / 2

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : Unspecified

Resolutive Action.Other : Controller Intervened

Resolutive Action.Other : Flight Crew Executed Missed Approach Or Go Around

Narrative :

THE TROUBLE BEGAN WHEN I CALLED NELLIS AFB CTL FOR CLRNC INTO THE LAS CLASS B AIRSPACE. THEIR RADIO WAS QUITE GARBLED, AS IT HAS BEEN FOR MANY MONTHS. THIS MAKES IT VERY EASY TO MISS CALLS AND TAKES EXTRA CONCENTRATION ON THE RADIO THAT COULD BETTER BE USED ELSEWHERE. IN SPITE OF MY REPEATEDLY IDENTING MYSELF AS 'LANCE,' HE CONTINUALLY IDENTED ME AS A CESSNA, THEN CALLED ME AT LEAST 4 DIFFERENT TAIL NUMBERS. ABOUT 20 MI FROM VGT, THE CTLR CALLED A CESSNA AT MY 12 O'CLOCK POS AND 4 MI, WELL ABOVE ME. I SEARCHED FOR ABOUT 4 MINS, THEN HE CALLED THE SAME TFC AT 1 O'CLOCK AND 2 MI, JUST ABOVE ME. A MOMENT LATER, I SPOTTED THE CONTACT AT MY ALT AND DSNDING. NELLIS TOLD ME TO FOLLOW THE CONTACT TO VGT. HIS RADAR MUST HAVE TOLD HIM THAT, THOUGH THE CESSNA WAS DSNDING RAPIDLY, I WAS A GOOD 30 KTS FASTER. I TURNED R TO CLR THAT ACFT, BUT IT MUST HAVE DONE THE SAME, SINCE I CAUGHT A GLIMPSE OF IT UNDER MY NOSE. THE CTLR ASKED IF I SAW THE CESSNA AND I RESPONDED THAT I MUST HAVE BEEN DIRECTLY OVER IT. HE CONFIRMED AND INSTRUCTED ME TO CONTACT VGT TWR. THE TWR SENT ME DIRECT TO THE SANTA FE HOTEL, A RPTING POINT MARKING THE L BASE FOR RWY 7. JUST BEFORE REACHING IT, HE INSTRUCTED ME TO ENTER THE L BASE AND CLRED ME TO LAND. THEN ON FINAL ABOUT 300 FT AGL AND WITHIN 1/2 MI OF THE RWY (AT MY OVER-THE-FENCE SPD OF 100 MIAS), I HEARD 'BREAK OFF AND MAKE L TFC FOR RWY 30, CLRED TO LAND.' ROUTINE LAHSO'S WERE BEING CONDUCTED ON RWYS 7/30, HOWEVER, UNDER THE MOMENT'S PRESSURE AND BECAUSE OF THE STRESS ALREADY ENCOUNTERED OVER NELLIS, I THOUGHT HE WAS TELLING ME TO TURN L TO RWY 12 -- AS I HAVE BEEN INSTRUCTED TO DO SEVERAL TIMES. AFTER STARTING THE TURN, THE CTLR TOLD ME TO MAKE A R TURN, BUT BY THEN I WAS DISORIENTED AND, FEELING THAT THE SIT WAS UNSAFE, I OPTED TO LEAVE THE CLASS D TO REGROUP. I LATER RETURNED AND MADE AN UNEVENTFUL APCH AND LNDG. IN REVIEWING THE SIT, I HAVE CONCLUDED THAT 4 FACTORS WERE INVOLVED. MY RAISED ANXIETY LEVEL FROM 1) THE GARBLED RADIO AT NELLIS, PLUS 2) OVERTAKING AND LOSING SIGHT OF AN ACFT I WAS TOLD TO FOLLOW, PLUS 3) THE (TO ME, AT LEAST) CONFUSING INSTRUCTIONS OF THE TWR WHEN SO LOW AND SO CLOSE TO THE END OF THE RWY COMBINED TO CAUSE 4) MY DISORIENTATION. HAD I NOT BEEN UNDER STRESS ALREADY, OR IF I HAD MORE ALT AND A FEW SECONDS LONGER TO ANALYZE THE SIT, I MIGHT HAVE REALIZED THAT I NEEDED TO MAKE A R TURN. FINALLY, IF THE CTLR HAD SAID SOMETHING LIKE 'TURN R THEN MAKE L TFC FOR RWY 30,' THE SIT MIGHT NOT HAVE DEVELOPED. BUT I BELIEVE THE SAFEST ACTION WOULD HAVE BEEN FOR HIM TO HAVE ME MAKE A ROUTINE GAR PARALLEL TO RWY 7, THEN ENTER R TFC FOR RWY 30 OR STAY IN THE PATTERN FOR RWY 7.

Synopsis :

WHILE ON A VISUAL APCH TO RWY 7 AT VGT, NV, A PA32 PVT PLT GETS CONFUSED REGARDING THE TWR'S INSTRUCTIONS TO BREAK OFF THE APCH AND 'MAKE L TFC FOR RWY 30.' HE STARTS A TURN TO THE L AND IS CORRECTED BY THE TWR. FURTHER CONFUSED, HE LEAVES THE AREA.

Time

Date : 199901

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Regional Jet C165

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 1800

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 426137

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Landing Without Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON FINAL APCH BEHIND B747 TO BOS RWY 22L, THE CTLR CLRED US FOR THE APCH TO RWY 22L, HOLD SHORT OF RWY 27. FO VERIFIED THE CHARTS FOR LAND AND HOLD SHORT. THE CTLR FORGOT TO SWITCH US TO TWR FREQ AND WE LANDED WITHOUT A TWR LNDG CLRNC.

Synopsis :

FLC OF A CANADAIIR CL65 LANDED WITHOUT LNDG CLRNC AFTER FORGETTING TO CONTACT TWR WHEN APCH CTLR CLRED THEM FOR APCH.

Time

Date : 199901

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GSO.Airport

State Reference : NC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : GSO.Tower

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 3000

ASRS Report : 427308

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ACFT WITH CFI AND STUDENT PLT ON BOARD WAS RETURNING TO GSO FROM LCL AREA FLT. ACFT ACCEPTED CLRNC TO LAND ON RWY 14 AND HOLD SHORT OF RWY 23. STUDENT PLT ACKNOWLEDGED CLRNC. HOWEVER, CFI MISSED INSTRUCTIONS TO 'LAND AND HOLD SHORT' DUE TO UNKNOWN REASONS/DISTRS NORMALLY ASSOCIATED WITH TRAINING ENVIRONMENT (USE OF INTERCOM, OTHER XMISSIONS). STUDENT FLEW ACFT TO SHORT FINAL APCH, MISJUDGED ALT AND ACFT WAS SLIGHTLY ABOVE NORMAL GS AND AT HIGHER THAN NORMAL APCH SPD. AT ABOUT 100 FT AGL NEAR APCH END OF RWY 14, THE CFI ADVISED THE TWR THAT THEY WOULD BE 'LNDG LONG' OR SOMETHING TO THAT EFFECT. NO ACKNOWLEDGEMENT WAS RECEIVED FROM THE TWR. THE CFI WAS STILL UNAWARE OF THE 'LAND AND HOLD SHORT' RESTR AND THE STUDENT PLT MADE NO COMMENT REGARDING CLRNC. TURB, XWINDS, AND VERT UP-/DOWNDRAFTS ADDED TO THE WORKLOAD. THE ACFT WAS LANDED AND ROLLED THROUGH THE INTXN OF RWYS 14 AND 23 THEN TURNED TO CLR THE RWY AT THE FIRST TURNOFF TO THE R PAST RWY 23. THE CFI NOTIFIED THE TWR THAT THE ACFT WAS CLR THE RWYS AND REQUESTED TO TAXI TO THE FBO. THE TWR THEN ADVISED THE CFI/STUDENT OF THE SIT, IE, EXCEEDING THE CLRNC RESTR. NO TFC CONFLICTS WERE EXPERIENCED (FORTUNATELY). CONTRIBUTING FACTORS: CFI MISSED LAHSO CLRNC/ADVISORY DUE TO POSSIBLE DISTRS RELATED TO INSTRUCTION. STUDENT DID NOT MENTION RESTR TO CFI. ALTHOUGH CFI ADVISED TWR OF INTENT TO 'LAND LONG,' NO RESPONSE/ADVISORY, ETC WAS RECEIVED FROM THE TWR UNTIL AFTER LNDG ROLLOUT WITH ACFT ON TXWY. STRONG/GUSTY WINDS (AND XWIND) ADDED TO WORKLOAD. XMISSIONS OVERHEARD DURING LNDG ROLLOUT WERE BROKEN UP AND MAY HAVE INDICATED RECEPTION PROBS. HOWEVER, STUDENT PLT HAD KNOWLEDGE OF RESTR -- CFI DID NOT. CORRECTIVE ACTIONS: CFI AND STUDENT PLT HAD IN-DEPTH DISCUSSION OF EVENT CONTRIBUTING FACTORS, AND POSSIBLE PREVENTIVE MEASURES TO PRECLUDE SIMILAR RECURRENCES. CFI REQUESTED DISCUSSION WITH ATC CTLR, VISITED FACILITY, AND SUBSEQUENTLY DISCUSSED THE SIT/CONTRIBUTING FACTORS AND CORRECTIVE MEASURE IN DEPTH.

Synopsis :

INSTRUCTOR PLT, WITH STUDENT FLYING, FAILED TO HOLD SHORT OF RWY INTXN AFTER LNDG DUE TO LONG LNDG BY STUDENT AND THE INSTRUCTOR NOT HEARING THE LAHSO IN THE LNDG CLRNC.

Time

Date : 199903

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : M98.TRACON

Make Model : DC-9 30

Component / 1

Aircraft Component : Safety Instrumentation & Information

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 14000

ASRS Report : 431323

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 2400

ASRS Report : 431368

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.ATC Equipment.Other ATC Equipment : PRM

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Situations

Aircraft.Make Model.Value : 583.33

Aircraft.Aircraft Component.Value : 34.34

Supplementary

Problem Areas : Aircraft

Problem Areas : Navigational Facility

Narrative :

AFTER ARR, I WAS ADVISED BY MSP APCH (CALL TO MY ROOM) THAT THEY HAD LOST OUR ACFT FROM PRECISION RADAR MONITOR RADAR INSIDE OF SISSY FOR OVER 40 SECONDS. XPONDER HAD BEEN PLACED TO 'TA' MODE AT SISSY AS PER STANDARD PROCS, AND WAS NOT TOUCHED AGAIN UNTIL AFTER LNDG CHKLST WAS DONE. CAPT WAS AT CTLS AND PRECISION RADAR MONITOR APCH WAS BRIEFED IN DETAIL. BOTH PRIMARY AND MONITOR FREQS WERE TESTED FOR VOLUME AND SELECTED AT APPROPRIATE TIME. NO CALL WAS MADE BY ATC TO ACFT TO INDICATE ANY PROB WITH THE XPONDER RECEPTION. DURING THE CALL FROM THE ATC SUPVR TO ME, IT WAS LEARNED THAT, ALTHOUGH THE ACFT DID DROP OFF THE PRECISION RADAR MONITOR SCOPE, THE ACFT XPONDER WAS RECEIVED ON MSP APCH 'NON-PRECISION RADAR MONITOR' RADAR. THE MSP SUPVR, SAID THAT THIS HAD HAPPENED BEFORE TO ANOTHER DC9 ACFT. HE INDICATED THAT HE WOULD WORK WITH ATC REPRESENTATIVE TO HELP SOLVE THE PROB. THIS EVENT HIGHLIGHTS THE EXISTENCE OF A TECHNICAL PROB AS WELL AS A PROB WITH PROCS FOR ACFT THAT DISAPPEAR FROM THE PRECISION RADAR MONITOR RADAR SCOPE. SUPPLEMENTAL INFO FROM ACN 431368: THE CAPT ADVISED ME THAT THERE WAS A QUESTION ABOUT OUR ILS PRECISION RADAR MONITOR RWY 30L APCH INTO MSP. CREW THOROUGHLY BRIEFED THE PRECISION RADAR MONITOR ILS RWY 30L PER OUR COMPANY. WE TURNED OUR TCASII FROM RA/TA MODE TO THE TA ONLY MODE AT THE SISSY INTXN AND IT REMAINED THERE UNTIL THE AFTER LNDG FLOW AND CHKLST. MSP HAD MENTIONED THAT THEIR APCH RADAR NEVER LOST US BUT THEIR PRECISION RADAR MONITOR RADAR DID. THE MSP PRECISION RADAR MONITOR PROCS ARE IN A TESTING PHASE AND FROM WHAT THIS CREW EXPERIENCED IT IS NOT 100%. I THINK IT IS ERODING SAFETY WITH ALL THE LAHSO, NOISE ABATEMENT PROCS, CRAMMING OF RWYS, AND NOW ACFT FLYING IN FORMATION LESS THAN 1 MI APART SIDE-BY-SIDE IN IMC CONDITIONS.

Synopsis :

ACR DC9-30 XPONDER MALFUNCTION WHILE CONDUCTING PRECISION RADAR MONITOR (PRM) TEST PROC. FLC TO FOLLOW-UP WITH FAA AND COMPANY. FO CONCERNED WITH IMPACT OF THIS TEST PROC AND OTHER NEWLY IMPLEMENTED PERFORMANCE PROCS AT OTHER NATIONAL ARPTS.

ACN: 431541

Time

Date : 199903

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 431541

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER PASSING WEVER AT 10000 FT, 250 KTS ON DSCNT TO MIA, RECEIVED LATE DSCNT FROM ATC. FO EXTENDED SPD BRAKES, EXTENDED FLAPS 5 DEGS, LOWERED GEAR AND RESUMED DSCNT TO CAPTURE GS BENEATH AT 210 KTS. I SAID 'LEVEL OFF,' INTENDING FOR HIM TO SLOW FIRST AND EXTEND FULL FLAPS BEFORE RESUMING DSCNT. AFTER GLANCING DOWN TO COMPLETE LNDG CHKS, I NOTED WE WERE STILL DSNDING, APCHING INESS, THE OM AT 1000 FT STILL AT 210 KTS AND THE SAME CONFIGN. I GAVE HORIZ HAND MOTION THIS TIME, AGAIN URGING FO TO LEVELOFF AND DIRTY UP. AFTER COMPLETING CHKS AND RECEIVING LNDG CLRNC, GPWS WARNING 'VMC CONDITIONS' SOUNDED. FO FINALLY LEVELS AT 300 FT WITH RED OVER RED VASI AND FULLY CONFIGURED. WE LAND LONG AND BRAKE HARD TO MEET LAHSO RESTRS. FO EXPLAINED THAT IN HIS JUDGEMENT, ACFT COULD NOT BE LANDED UNLESS HE CONTINUED DSCNT. CAPT BELIEVES IF ACFT HAD BEEN LEVELED IMMEDIATELY AS DIRECTED, NORMAL LNDG COULD HAVE BEEN ACCOMPLISHED. IN ANY CASE, THE ORDER TO LEVEL OFF SHOULD HAVE BEEN OBSERVED, THUS AVOIDING THE PREDICAMENT ALTOGETHER. IN FACE OF UNRESPONSIVE FO, CAPT'S ORDERING GAR OR ASSUMING CTLS WERE NEXT BEST OPTIONS.

Synopsis :

B757 LANDS LONG AND FAST AT MIA.

Time

Date : 199903

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : CA

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2800

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 150

ASRS Report : 432966

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER THE FO LISTENED TO THE ATIS, I EXPLAINED TO HIM THAT WE MAY HAVE TO LAND ON RWY 27 SINCE OUR COMPANY OPS WILL NOT ALLOW US TO ACCEPT A LAHSO CLRNC LIKE THE ONE OFTEN ISSUED FOR RWY 14R, THE OTHER RWY IN USE. HE SAID OK AND THEN ACCEPTED A LAHSO CLRNC. BY THE TIME I WAS AWARE OF THIS, I FELT IT WOULD BE SAFER TO LAND AND HOLD SHORT, SINCE THE REQUEST WAS WELL WITHIN OUR ABILITIES, THAN TO CAUSE 2 ACFT TO GO AROUND. NO INCIDENT RESULTED.

Synopsis :

AN ATX PIC LANDS AND HOLDS SHORT ON RWY 14R AT ORD IN VIOLATION OF HIS COMPANY'S OPERATIONAL POLICY.

Time

Date : 199903

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DAB.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : DAB.Tower

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Controlling Facilities.Tower : DAB.Tower

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 215

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 60

ASRS Report : 433176

Person / 2

Function.Instruction : Instructor

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON MAR/XA/99, WHILE TRAVELING FROM SAV TO DAB, I WAS GIVEN A CLRNC FOR RWY 16 AND WAS ADVISED TO HOLD SHORT OF RWY 7L. AS I APCHED RWY 16, ON A STRAIGHT-IN COURSE, I NOTICED THE APCH LIGHTS WERE INDICATING THAT I WAS A LITTLE LOW. AFTER CORRECTING FOR THIS AND RECEIVING 2 WHITE OVER 2 RED, I THEN TRIED TO BLEED OFF SOME AIRSPD BY SLIPPING THE ACFT, AS THE INDICATOR WAS NOT IN THE ARC FOR FLAP USE. UPON TOUCHING DOWN, I TRIED TO AGAIN DECELERATE THE ACFT BY PULLING BACK ON THE YOKE AS MUCH AS POSSIBLE, WITHOUT LIFTING OFF AGAIN, AND GENTLY APPLYING THE BRAKES. WHEN I REALIZED THAT I WAS NOT GOING TO BE ABLE TO STOP IN TIME FOR HOLDING SHORT OF RWY 7L, I MADE THE DECISION TO TRY A GAR. I THEN CLEANED THE ACFT UP AND APPLIED PWR, AT WHICH TIME I OBSERVED AN FBO ACFT LIFTING OFF FROM RWY 7L TO MY R, JUST DOWNFIELD. AT THIS POINT, I IMMEDIATELY CUT THE PWR AND TRIED TO STOP THE ACFT AS SOON AS PRACTICAL, HOWEVER, I WAS NOT ABLE TO STOP UNTIL I HAD CROSSED RWY 7L. AT THIS TIME THE CTLR ASKED IF I HAD HEARD HIM SAY TO HOLD SHORT OF RWY 7L, AT WHICH TIME IT WAS ACKNOWLEDGED. HOWEVER, IT WAS STATED THE ACFT COULD NOT BE SAFELY STOPPED AND A GAR HAD BEEN DECIDED, THEN THE OTHER ACFT WAS OBSERVED AND THE GAR WAS ABORTED, AND THE ACFT WAS BROUGHT TO A SAFE STOP ASAP. AT THAT TIME THE CTLR STATED SOMETHING TO THE EFFECT THAT, 'YOU PROBABLY MADE THE BEST CHOICE,' AND THEN ASKED IF I COULD COPY A PHONE NUMBER TO CALL THE TWR, WHICH I DID. I REALIZE THIS SIT COULD HAVE BEEN A LOT WORSE AND I AM SORRY THAT IT OCCURRED, HOWEVER, IN A POSITIVE MANNER I WILL LOOK AT IT AS A LEARNING EXPERIENCE AND STRIVE TO IMPROVE MY PERFORMANCE SO THAT IT NEVER HAPPENS AGAIN.

Synopsis :

PVT PLT OF A C172 FAILED TO STOP AND HOLD SHORT OF RWY INTXN.

Time

Date : 199904

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FWA.Airport

State Reference : IN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : FWA.TRACON

Controlling Facilities.Tower : FWA.Tower

Make Model : Jetstream 32

Aircraft / 2

Controlling Facilities.TRACON : FWA.TRACON

Controlling Facilities.Tower : FWA.Tower

Make Model : Gates Learjet Corp Undifferentiated or Other Model

Component / 1

Aircraft Component : Landing Gear

Aircraft Reference : Y

Problem : Malfunctioning

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 5200

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1500

ASRS Report : 434276

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE BEING VECTORED FOR VISUAL APCH. APCH CTL INFORMED US THAT THERE WAS A LEARJET BEING VECTORED BEHIND US WITH A GEAR EMER. I TOLD THE CTLR WE WOULD KEEP IT IN TIGHT. HE TOLD US TO CONTACT TWR. THE TWR WAS REAL BUSY SO WE COULDN'T TALK TO HIM UNTIL ABOUT BASE TO FINAL. HE TOLD US, 'CLRED TO LAND, HOLD SHORT RWY 23.' I ACCEPTED THE HOLD SHORT BECAUSE IN THE PAST, WE HAD IN OUR COMPANY NOTAMS LAND AND HOLD SHORT PERFORMANCE FOR THAT RWY. I ALSO KNEW WE WERE LIGHT AND IT WOULD NOT BE A PROB. I PULLED OUT MY FLT PAPERWORK JUST TO DOUBLECHK AND COULD NOT FIND THE NOTAM OR LAND AND HOLD SHORT PERFORMANCE. I THOUGHT MAYBE IT WAS REVISED IN THE PERFORMANCE MANUAL, SO I CHKED IN THAT BOOK, BUT IT WASN'T LISTED THERE EITHER. I RECHKED MY NOTAM LIST. BY THE TIME I DID ALL OF THIS, WE WERE REAL SHORT FINAL. I ELECTED TO LAND AND HOLD SHORT, EVEN WITHOUT PERFORMANCE DATA. I THOUGHT IT WOULD BE SAFER TO LAND THAN GO AROUND AND RISK A COLLISION COURSE WITH THE TFC TAKING OFF/LNDG ON THE OTHER RWY. WE LANDED AND HELD SHORT NO PROB. I LEARNED THAT I SHOULDN'T ACCEPT A LAHSO CLRNC ASSUMING DATA FROM THE PAST, BUT I SHOULD HAVE SAID NO, LOOKED UP THE INFO AND THEN TOLD HIM IF I COULD OR COULDN'T.

Synopsis :

UNABLE TO FIND COMPANY LAHSO DATA, JS32 FLC LANDS, EXECUTED LAHSO PROC, AND LATER DETERMINES THAT THEY SHOULD NOT HAVE ACCEPTED LAHSO.

ACN: 435152

Time

Date : 199904

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 435152

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACCEPTED CLRNC FOR LAHSO BOS RWY 22L HOLD SHORT OF RWY 27. DOUBLECHECKED LEGALITY TO PERFORM LAHSO BUT MISSED THE RESTR REGARDING BOS NIGHT LAHSO. I STRONGLY URGE A REFORMATTING OF THE LAHSO MESSAGE TO INCLUDE A BOXED AREA CONTAINING ARPT/RWY SPECIFIC LIMITATIONS AND RESTRS.

Synopsis :

AFTER ACCEPTING LAHSO FOR BOS RWY 22L AND LNDG, B757 FLC DISCOVER ADDITIONAL COMPANY RESTRS FOR NIGHT LNDG.

ACN: 435193

Time

Date : 199904

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-11

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 435193

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

I JUST FOUND IN MY FLT PAPERWORK THAT COMPANY HAS AGAIN APPROVED LAHSO TO ORD RWY 27L, 6500 FT, AND ORD RWY 22R, 6050 FT FOR MOST ACFT. THIS IS AN UNWISE AND UNSAFE DECISION AND IT IS A MATTER OF TIME BEFORE WE SEE AN INCIDENT -- OR WORSE -- A GND COLLISION. TO INCLUDE THE B777 IN THE RENEWED OPS FURTHER INCREASES THE RISK OF AN INCIDENT AS MOST PLTS ARE STILL TRAINING OR HAVE VERY LOW TIME IN TYPE. I STRONGLY RECOMMEND AN IMMEDIATE RETURN TO THE PREVIOUS 8000 FT LAHSO LIMITS ON ALL ACFT TYPES. THE LAHSO NEAR COLLISIONS WITHIN THE LAST YR OR SO -- ONE OF THEM US -- JUSTIFY A CONSERVATIVE APCH TO THIS DANGEROUS PROB. FYI: AS OF THIS SPRING, AIRLINE Y AND AIRLINE Z -- WHOSE PLTS HAVE SUBSTANTIAL TIME IN TYPE -- ARE EMBARGOING THE PROGRAM. THE RECENT ZZZ INCIDENT HIGHLIGHTS THE DANGERS OF PUTTING ACFT ON COLLISION COURSES, AND WE DO NOT NEED THIS PROGRAM.

Synopsis :

A FO'S RPT ON HIS COMPANY'S POLICY OF REINSTATING THE LAHSO OPS FOR RWYS 27L AND 22R FOR ALL ACFT INCLUDING THE B777'S AT ORD, IL.

Time

Date : 199904

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LIMC.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LIMC.Tower

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 435366

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

A NOTE NEEDS TO BE ADDED AND LAHSO DATA INCLUDED ON THE 7X PAGE FOR MILAN, LIMC. AN LIMC ATC REQUEST, AS STATED ON PAGE 10-9A FOR MILAN, IS FOR ACFT TO LAND AND VACATE RWY 35R NOT AFTER INTXN 'E' EAST. THERE ARE NO WRITTEN OR VISUAL INDICATIONS, OTHER THAN BY REQUESTING FROM ATC, OF HOW MUCH RWY IS AVAILABLE FROM TOUCHDOWN TO TXWY 'E' EAST. THIS IS CLRLY A BLANKET REQUEST FOR A PERMANENT LAHSO PROC, AND DATA SHOULD BE AVAILABLE TO US ON OUR CHARTS. REF TO THIS REQUEST BY ATC AND NOTIFICATION TO THEM IF UNABLE, SHOULD BE ADDED TO OUR TAILORED ARR NOTES.

Synopsis :

A B767 CAPT'S RPT ON THE LAND AND HOLD SHORT PROC AS DEPICTED ON PAGE 10-9A AND COMPANY PAGE 7X THAT INVOLVES TXWY 'E' AT LIMC, FO.

ACN: 435462

Time

Date : 199904

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : IL

Altitude.MSL.Single Value : 2205

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 435462

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : Twr. informed

Supplementary

Problem Areas : ATC Human Performance

Narrative :

WE CHKED IN WITH THE TRACON WITH ATIS INFO. NO LAHSO NOTES INCLUDED. APCH CONDITIONS WERE LIGHT RAIN. ON HDOF AT DEANA INTXN, TWR ISSUED HOLD SHORT OF TXWY S. I ASKED WHETHER RWY 9R PAVEMENT WAS DRY. TWR RPTED AFFIRMATIVE. I COMMENTED TO TWR THEY NEEDED TO ADD LAHSO REMARK TO ATIS. TWR DIDN'T SEEM TO UNDERSTAND ISSUE. AFTER LNDG, I PULLED NEW ATIS THAT HAD BEEN REVISED DURING OUR APCH, AND LATEST INFO HAD NO LAHSO REMARK EITHER. THIS IS A CONTINUING, UNACCEPTABLY CASUAL APCH TO ISSUE AT ORD.

Synopsis :

AN ACR MD80 FLC RPTS THAT ORD WAS NOT INCLUDING LAHSO INFO IN THE ATIS BROADCAST.

Time

Date : 199905

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : A319

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 1000

ASRS Report : 436173

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 680

ASRS Report : 436378

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Less Severe

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

ORD WAS USING RWYS 14L/R AND RWYS 22L/R FOR LNDG WITH LAHSO'S IN EFFECT FOR RWYS 14L/R. DEPS WERE USING RWYS 22L/27L. OUR FLT RECEIVED LNDG CLRNC ON RWY 22R. THE CLRNC DID NOT INCLUDE HOLD SHORT INSTRUCTIONS. AFTER TOUCHDOWN, WE PLANNED TO VACATE THE RWY AT TXWY R. APCHING THE RWY 22R/9L INTXN, I NOTICED THE HOLD SHORT LIGHTS FLASHING (SINGLE ROW OF FLASHING WHITE LIGHTS DESIGNATING THE HOLD SHORT POINT) AND BROUGHT THE ACFT TO A STOP PRIOR TO THE INTXN. THE FO QUERIED THE TWR REQUESTING CLRNC TO CROSS RWY 9L. THERE WAS NO RESPONSE AND OBVIOUS CONFUSION. WITH A SECOND ATTEMPT TO RECEIVE A XING CLRNC BEYOND THE HOLD SHORT LIGHTS, THE TWR RESPONDED WITH A 'WHAT?' AND SUBSEQUENT INSTRUCTIONS FOR THE ACFT LNDG BEHIND US TO GO AROUND. CORRECTIVE ACTION: LEAVE THE FLASHING HOLD SHORT LIGHTS OFF WHEN LAHSO IS NOT IN USE. (NOT IN EFFECT FOR RWY 22R.) CHK ATIS HARD COPY. SUPPLEMENTAL INFO FROM ACN 436378: AFTER PARKING AT THE GATE, WE CALLED THE TWR ON THE PHONE. THEY SAID ANY TIME THERE ARE LAHSO OPS AT THE FIELD, THE FLASHING LAHSO LIGHTS ARE ILLUMINATED AT ALL TIMES ON ALL RWYS. THIS SEEMS CONFUSING TO ME. IT SEEMS THE PURPOSE OF THE LAHSO LIGHTS IS TO ALERT THE PLTS THE END OF THE USEABLE RWY IS AT THAT POINT. THE PLTS SHOULD NOT BE TRAINED TO GO THROUGH THEM SOMETIMES AND HOLD SHORT AT OTHERS. IF A PLANE IS INSTRUCTED TO LAND AND HOLD SHORT, THE LIGHTS SHOULD GO ON. IF NO SUCH CLRNC IS GIVEN, THE LIGHTS SHOULD STAY OFF. CONTINUOUS OP OF THE LIGHTS, REGARDLESS OF THE CLRNC, SEEMS TO BE NEGATIVE TRAINING. CALLBACK CONVERSATION WITH RPTR ACN 436173 REVEALED THE FOLLOWING INFO: THE PLT DESCRIBES THE LIGHTING AS ALTERNATING RED AND WHITE LIGHTS. THE ACR DOES NOT HAVE ANY DESCRIPTIVE MATERIAL ABOUT THIS SYS. WHEN HE SAW FLASHING RED AND WHITE LIGHTS AHEAD OF HIM HE STOPPED MORE ABRUPTLY THAN NORMAL. ON A TELEPHONE CONVERSATION WITH THE TWR LATER, THEY INDICATED THAT THERE WAS ONLY 1 ON/OFF SWITCH FOR ALL THE LIGHTING. THE TWR PERSONNEL SAID THEY DID NOT WANT TO BE BOTHERED, OR HAVE THE RESPONSIBILITY TO CTL INDIVIDUAL RWY LIGHTING.

Synopsis :

ACFT CLRED TO LAND ON RWY 22R. LAHSO LIGHTS AT INTXN OF RWY 22R AND RWY 9L WERE FLASHING. CREW STOPPED ON RWY 22R, SHORT OF RWY 9L. FOLLOWING ACFT EXECUTED GAR.

ACN: 436640

Time

Date : 199905

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 436640

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Unwanted Situation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : HEAVY BRAKING

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DURING LNDG ROLLOUT ON RWY 22R ORD, I NOTICED THE LAHSO LIGHTS FLASHING AT THE INTXN OF RWY 27R. I NEEDED TO INCREASE BRAKING TO PREVENT GOING THROUGH THE INTXN. LAHSO OPS WERE NOT, REPEAT NOT, IN EFFECT. GND LATER MENTIONED THE LIGHTS WERE BEING TESTED. FURTHER DISCUSSION WITH TWR REVEALED THAT THIS MAY HAPPEN OFTEN. EITHER THE FACT THAT THE LIGHTS ARE BEING TESTED AND CAN BE DISREGARDED, BAD IDEA, OR THE LIGHTS SHOULD BE OFF. THEY SHOULD ONLY BE ON WHEN LAHSO IS ACTUALLY IN OP.

Synopsis :

FK100 FLC OBEYS LAHSO LIGHTS AT ORD.

ACN: 436815

Time

Date : 199905

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 436815

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Air Carrier Inspector

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Company Review

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER LNDG RWY 18R AT DFW WITH A LAHSO CLRNC, AN ACFT WAS CROSSED AT TXWY A. WE HAD TOUCHED DOWN AT APPROX 1500 FT AND WERE DECELERATING NORMALLY WHEN THE XING ACFT WAS CLRED. I WAS SATISFIED WE WOULD CLR THE RWY PRIOR TO TXWY B AND DID. FAA INSPECTOR IN THE JUMP SEAT WAS UNCOMFORTABLE WITH THE FACT THE XING ACFT WAS ON RWY WHILE WE WERE ROLLING OUT. I TOO, WOULD PREFER TO HAVE THE RWY TO MYSELF AND WOULD LIKE TO SEE FURTHER CLARIFICATION OF PLT AND CTLR RESPONSIBILITIES REGARDING LAHSO CLRNCS.

Synopsis :

FAA INSPECTOR RIDING JUMP SEAT OF AN MD80 QUESTIONED THE SAFETY OF ANOTHER ACFT CLRED BY ATCT TO CROSS RWY ON WHICH THEY WERE ROLLING OUT AFTER LNDG EVEN THOUGH THE FLC HAD AGREED TO LAHSO PRIOR TO LNDG AND THERE WAS NO PROB IN COMPLYING.

Time

Date : 199905

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 200

ASRS Report : 437437

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Executed Go Around

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

DURING VISUAL APCH TO RWY 27, TWR (119.1) CLRED OUR FLT TO LAND. ACFT WAS SLOWED TO ALLOW FOR EXIT AT TXWY E. I XFERRED CTL TO CAPT. HE ROLLED PAST TXWY E AND STOPPED SHORT OF RWY 4R/22L. THE CAPT APPEARED TO STEER ONTO RWY 4R. I TOLD HIM A RWY SHOULDN'T BE USED AS TXWY UNLESS ATC CLRED US FOR A TURN ONTO THAT RWY. HE STOPPED SHORT OF RWY 4R/22L AND I INQUIRED OF TWR WHETHER RWY 4R/22L WAS AVAILABLE. A SECOND INQUIRY BROUGHT THE FIRST COM FROM TWR I HAD HEARD SINCE BEING IN THE AIR. WE WERE CLRED TO EXIT AT TXWY W, HOLD SHORT OF RWY 4L, CONTACT TWR ON 128.8. ONCE CLRED ACROSS RWY 4L AND SWITCHED TO GND ON 121.9 WE WERE ASKED TO PHONE THE TWR. THE CAPT SPOKE TO THE TWR TWICE AND TOLD ME THE ACFT BEHIND US WENT AROUND WHICH CAUSED SOME CONFUSION. MY CAPT SAID THE MATTER WAS RESOLVED AND NO FURTHER ACTION WAS REQUIRED. I NEVER SPOKE WITH THE TWR ABOUT THIS. ATIS LAND AND HOLD SHORT INFO MAY HAVE CONTRIBUTED TO THIS SIT BECAUSE IT WAS CLR THE CAPT DIDN'T WANT TO TAXI ACROSS RWY 4R/22L WHILE WE WERE ON RWY 27 AND WE HAD NOT HEARD ANY INSTRUCTIONS REGARDING CLRING THE RWY UNTIL MY SECOND INQUIRY.

Synopsis :

AN ACR ACFT GOES AROUND WHEN RWY 27 AT BOS IS NOT CLRED FOR LNDG. A B757 WAS HOLDING SHORT OF RWY 4R ON RWY 27.

Time

Date : 199906
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower
Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower
Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 440820

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

MY ACFT HAD BEEN CLRED TO LAND ON RWY 18R. WE HAD NOT BEEN GIVEN A LAND AND HOLD SHORT CLRNC. THE FO WAS FLYING THE ACFT. HE TOUCHED DOWN SLIGHTLY LONG AND MAYBE 5 KTS FAST. IT WAS OBVIOUS THAT WE WERE NOT GOING TO MAKE THE HIGHSPD TXWYS E3 OR E5. PASSING TXWY E5 AT ABOUT 80 KTS, THE TWR CLRED ACR X TO CROSS RWYS 18R AND 18L ON TXWY A. THE ACR HAD LANDED ON RWY 13R. THE ACR STARTED TO CROSS THE RWY IN FRONT OF US, WHEN THE TWR ASKED US IF WE COULD MAKE THE NEXT HIGHSPD, TXWY E6. I ANSWERED UNABLE AND WE CLRED THE RWY ON TXWY B JUST AS THE ACR FINISHED CLRING. HAD WE BEEN ANY FASTER, THERE WOULD HAVE BEEN A GOOD CHANCE THAT WE WOULD HAVE HIT THE JET AT THE INTXN OF TXWY A AND RWY 18R. WHILE WE MAY HAVE BEEN A LITTLE FAST ON LNDG, AND HAVE NOT AGGRESSIVELY SLOWED THE ACFT, WE DID NOT KNOW THAT THE TWR WAS GOING TO CLR ANOTHER ACFT TO CROSS OUR RWY DURING THE LNDG ROLLOUT. SINCE WE HAD NOT BEEN ISSUED A LAND AND HOLD SHORT CLRNC, ANOTHER ACFT SHOULD NOT BE ALLOWED TO CROSS IN FRONT OF AN ACFT THAT IS IN THE PROCESS OF THE LNDG ROLLOUT.

Synopsis :

MD80 FLC SEES XING TFC WHILE ON ROLLOUT ON RWY AT DFW.

ACN: 441200

Time

Date : 199906

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Controller : Local

ASRS Report : 441200

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

SINCE THE LOSS OF LAHSO'S, WE HAVE ROUTINELY BEEN INSTRUCTED TO RUN LAHSO'S TO RWY 35 WITH UP TO A 10 KT TAILWIND. ON THIS DATE, THE SURFACE WINDS WERE 220 DEGS AT 8-9 KTS. WINDS AT 3000 FT WERE 180 DEGS AT 33 KTS. WINDS AT 2000 FT WERE 220 DEGS AT 40 KTS. WE ROUTINELY RUN THIS KIND OF OP. ALTHOUGH NOTHING BAD HAS HAPPENED YET, I FEEL THAT IT IS ONLY A MATTER OF TIME. WE HAVE ALSO BEEN TOLD THAT IT IS AN ACCEPTABLE OP WITH THE AIRLINES TO OPERATE WITH UP TO A 10 KT TAILWIND. I AM NOT A PLT, BUT MY PREVIOUS TRAINING TEACHES ME OTHERWISE.

Synopsis :

RPTR DOES NOT AGREE THAT A LAHSO ON RWY 35 AT PHL IS ACCEPTABLE WITH UP TO A 10 KT TAILWIND.

Time

Date : 199906
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.AGL.Bounds Lower : 0
Altitude.AGL.Bounds Upper : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower
Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower
Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 4000
ASRS Report : 441963

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Ground Encounters.Other : LAHSO
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Other : STOPPED PRIOR TO TAXI

Supplementary

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

WHEN WE WERE SWITCHED TO TWR, THEY SAID 'CLRED TO LAND RWY 14R, HOLD SHORT RWY 27L.' I REPLIED 'CLRED TO LAND RWY 14R, UNABLE HOLD SHORT.' THE CTLR THEN SAID 'CLRED TO LAND RWY 14R.' THE CTLR THEN CLRED AN ACFT TO TAKE OFF ON RWY 27L. I STOPPED THE ACFT PRIOR TO THE INTXN, WHILE THE OTHER ACFT WAS ABOUT 50 FT OVER THE RWY. I SAID 'I TOLD YOU UNABLE HOLD SHORT.' THE CTLR SAID 'ROGER.' EITHER HE DIDN'T HEAR ME SAY 'UNABLE' OR HE IGNORED IT. THIS COULD HAVE HAD SERIOUS IMPLICATIONS -- PARTICULARLY IF WE BLEW THROUGH, BALKED THE LNDG, OR IF HE REJECTED HIS TKOF.

Synopsis :

B727 FLC REJECTS LAHSO AT ORD BUT CTLR IGNORES THE UNABLE.

Time

Date : 199907
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport
State Reference : MA
Altitude.AGL.Single Value : 350

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower
Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower
Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : BOS.Tower
Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 3000
ASRS Report : 443635

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ON APCH TO RWY 27 BOS, WE WERE FOLLOWING A B777, 5 MI IN TRAIL. AT ABOUT 700-800 FT ON GS, TWR CLRED, ALMOST SIMULTANEOUSLY, 2 ACFT FOR TKOF ON RWYS 22L&R. MY POORLY DRAWN DEPICTION OF WHAT I SAW AS A POTENTIALLY DANGEROUS SIT AFFORDED US VIRTUALLY NO OPTIONS (SAFE) IN THE EVENT THAT WE HAD TO GO AROUND AT 300-400 FT. IF WE HAD PROCEEDED STRAIGHT OR L WE MIGHT HAVE IMPACTED THE RWY 22L ACFT. IF WE HAD TURNED R WE MIGHT HAVE IMPACTED THE TRAILING RWY 22R DEP. IT BROUGHT TO MIND THE NEAR HIT ESCAPE MANEUVER WHICH TOOK PLACE RECENTLY AT LGA, ONLY THIS TIME WITH 2 INTRUDERS. I REALIZE THAT THE TWR IS UNDER A LOT OF PRESSURE TO KEEP THOSE DEP/ARR NUMBERS UP, BUT SANITY NEEDS TO PREVAIL. EXACTLY A WK AGO A FRIEND OF MINE BASED IN BOS HAD 2 REJECTED LNDGS IN BOS ON 1 ARR IN ALMOST THE SAME SCENARIO. IT CERTAINLY GIVES YOU PAUSE FOR THOUGHT AS WE AS AN INDUSTRY ARE EVALUATING LAHSO ESCAPE MANEUVERS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT A FELLOW PLT WITH HIS AIRLINE, EXACTLY 1 WK PRIOR, HAD HAD TO MAKE 2 GARS, UNDER VERY SIMILAR CIRCUMSTANCES, BEFORE FINALLY LNDG SUCCESSFULLY ON RWY 27. HOWEVER, 1 OF THOSE GARS WAS, ACCORDING TO RPTR, THE RESULT OF IN TRAIL SPACING PROBS. HE DOESN'T KNOW WHAT CAUSED THE OTHER.

Synopsis :

PLT OF ACR FLT ON SHORT APCH TO BOS RWY 27 FEELS THAT, HAD A GAR BEEN NECESSARY, A CRITICAL AIRBORNE CONFLICT COULD HAVE DEVELOPED WITH EITHER OR BOTH ACFT CONCURRENTLY DEPARTING OFF RWYS 22L AND 22R.

Time

Date : 199907

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 444180

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 444179

Events

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

APCH SWITCHED US TO TWR, AND THEY CLRED US TO LAND, WHICH WE ACKNOWLEDGED. THE CAPT NOTICED XING TFC AT THE OPPOSITE END OF RWY AND REMARKED THAT IT WAS STRANGE THAT THE TWR HAD NOT SAID TO LAND AND HOLD SHORT FOR XING TFC. WE LANDED AND EXITED ON THE HIGH SPD. WE BEGAN TAXIING S WHEN WE HEARD THE TWR CALL. WE ACKNOWLEDGED AND THEY ASKED IF WE HEARD THAT XMISSION, AND THAT WE HAD BEEN CLRED TO LAND AND HOLD SHORT, AND WE NEVER ACKNOWLEDGED. WE REPLIED WE HAD RECEIVED AND ACKNOWLEDGED LNDG CLRNC, BUT NOT THE HOLD SHORT INSTRUCTIONS.

Synopsis :

AN MD80 FLC DID NOT HEAR, OR READ BACK, THE HOLD SHORT PORTION OF THE LNDG CLRNC AT DFW.

Time

Date : 199907

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : WI

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MSN.TRACON

Make Model : Beech 1900

Aircraft / 2

Controlling Facilities.TRACON : MSN.TRACON

Person / 1

Function.Controller : Approach

Function.Controller : Combined Radar

Function.Controller : Departure

Experience.Flight Time.Total : 44

ASRS Report : 444724

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 1

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Narrative :

RADAR SECTORS COMBINED. TFC DENSITY (10+ ACFT) CONTRIBUTING TO SINGLE CTLR SATURATION. NO ASSOCIATE OR HDOF POS FOR THIS OR ANY RADAR POS AT THE TRACON. ATC SPECIALIST AT MSN ARE NOT TRAINED FOR, AS WELL AS, NOT PROFICIENT TO WORK THIS VOLUME OF TFC. MGMNT INABILITY TO DESIGN/DEVELOP POS (IE, HDOFS OR ASSOCIATE) ABLE TO RELIEVE WORKLOAD ON RADAR CTLR WITH REGARDS TO COORD, STRIP MGMNT, FLOW CTL, ETC. A RADAR SECTOR IS CREATED FOR 7-10 DAYS OF EAA CONTRIBUTING TO AIRSPACE STRATIFICATION. THIS POS IS NOT STAFFED OR DECOMBINED FOR THE 355 DAYS PRECEDING EAA. FREQ CONGESTION RELATED TO EAA ACFT REQUESTING SVCS -- BOTH IFR AND VFR. ZAU, AS WELL AS MSN ATCT, WORKLOADS ARE SO DEMANDING THAT MANUAL (VERBAL) COORD, WITH REGARD TO HDOFS, WAS REQUIRED BY MYSELF ON 2 JET DEPS AT THE TIME OF THE OPERROR. NORMALLY, AUTOMATION SATISFIES THIS REQUIREMENT. 4 LANDLINE (VERBAL) CALLS WERE MADE REGARDING THE 2 JETS. HAD THE CALLS NOT OCCURRED, 2 ADDITIONAL OPERRORS OR DEVS MAY HAVE. INSUFFICIENT STAFFING DUE TO FAA DOWNSIZING POSES THREATS AGAINST DEVELOPMENT OF MUCH NEEDED ASSOCIATE AND HDOF POS REQUIRED TO PRECLUDE FURTHER OPERRORS/OPDEVS. LAHSO WAS A MAJOR CONTRIBUTING FACTOR. MSN RWYS ALL INTERSECT. PRIOR TO ALPA/FAA NEGOTIATIONS OF LAHSO, TFC FLOWED ROUTINELY WITHOUT DELAYS. ACR AIR CREW REFUSAL TO ACCEPT A GA ACFT TO HOLD SHORT OF THE ACR RWY HAS EXTREMELY INCREASED WORKLOADS AND VECTORS. IN THIS SIT, HAD THE ACR AIR CREW BEEN ABLE TO ACCEPT THIS CLRNC, THERE WOULD NOT HAVE BEEN A VECTOR THAT CONTRIBUTED TO THE OPERROR. THE ARTS IIE EQUIP FAILED TO ALERT MYSELF TO A POTENTIAL CONFLICT. THE ACFT CONCERNED WERE ON A COLLISION COURSE AT 6000 FT, 1 3/4 NM APART AT THE CLOSEST POINT OF APCH WHEN I OBSERVED THE ACFT AND TOOK IMMEDIATE ACTION. ARTS IIE EQUIP IS ROUTINELY UNRELIABLE IN PROVIDING CTLRS WITH ALERTS IN A TIMELY MANNER, THEREFORE SACRIFICING SEPARATION.

Synopsis :

MSN CTLR ACTIONS NOT TIMELY TO SEPARATE OVERTAKING TFC AT 6000 FT.

Time

Date : 199908

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ROC.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2600

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 700

ASRS Report : 446246

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Company Review

Supplementary

Problem Areas : ATC Human Performance

Narrative :

WHILE INBOUND TO ROC, WE WERE BEING VECTORED FOR RWY 22 VISUAL APCH WHEN WE (B727) REQUESTED A VISUAL APCH TO RWY 4. APCH TOLD US TO STAND BY WHILE THEY CHKD WITH THE TWR. THEY CAME BACK AND GAVE US A VECTOR TO RWY 4 AND CLRED US FOR THE VISUAL TO RWY 4 AND TOLD US TO CONTACT THE TWR. UPON CONTACTING THE TWR THEY CALLED TFC ON A 4 MI FINAL TO RWY 28 AND CLRED US TO LAND. AFTER TOUCHDOWN AND DEPLOYMENT OF THRUST REVERSERS, WE NOTICED THE ASTRA JET ROLLING OUT ON RWY 28 AND NEARING THE INTXN OF RWY 4. WE APPLIED MORE PRESSURE TO THE BRAKES AND CAME TO A STOP SHORT OF THE RWY 4/28 INTXN. UPON STOPPING, THE ASTRA JET CALLED THE TWR AND ASKED THEM IF WE HAD BEEN INSTRUCTED TO HOLD SHORT OF THE INTXN AND THEIR RESPONSE WAS 'NEGATIVE.' HE THEN ASKED IF THEY (ASTRA JET) WERE SUPPOSED TO HOLD SHORT OF THE INTXN AND AGAIN THE TWR'S RESPONSE WAS 'NEGATIVE.' THE ASTRA JET THEN INFORMED THE TWR THAT THEY HAD INTENDED TO ROLL THROUGH THE INTXN TO THE END OF THE RWY. THE TWR THEN TOLD THE ASTRA JET TO HOLD THEIR POS WHILE THEY TOLD US TO TAXI TO PARKING. I BELIEVE THAT THE VIGILANCE OF BOTH FLCS IS THE FACTOR THAT PREVENTED THIS FROM BECOMING AN ACCIDENT WHERE MANY PEOPLE COULD HAVE BEEN INJURED OR KILLED.

Synopsis :

B727-200 CONFLICTS WITH ANOTHER ACFT LNDG ON INTERSECTING RWY WITH NO TWR LAHSO OR OTHER COMMENT AT ROC.

ACN: 446360

Time

Date : 199908

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.MSL.Bound Lower : 100

Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Captain

ASRS Report : 446360

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Executed Go Around

Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

THE CAPT WAS FLYING THE APCH. THE APCH WAS BRIEFED PRIOR TO DSCNT. MIA WX WAS VFR, THERE WERE TSTMS IN THE AREA. WE WERE ON VECTORS TO THE ILS RWY 9R. MIA APCH HAD SLOWED US TO FOLLOW AN ATR. ACCORDING TO TCASII, WE WERE A LITTLE MORE THAN 2 MI BEHIND THE ATR. WE DID NOT RPT THE ATR IN SIGHT TO APCH OR THE TWR. AFTER BEING TURNED OVER TO TWR, I SLOWED TO APCH SPD. THE TWR CLRED THE ATR TO LAND AND REQUESTED THAT THEY EXPEDITE THE APCH AND CLRING THE RWY. WE WERE CLRED TO LAND RWY 9R HOLD SHORT OF RWY 12. THE ATR MISSED THE TURNOFF AND TWR TOLD US TO GO AROUND. DURING OUR GAR, THE FO ASKED THE TWR FOR GAR INSTRUCTIONS. THE TWR GAVE US RWY HDG, MAINTAIN 3000 FT, AND WE COMPLIED. THE GAR, VECTORS FOR A SECOND APCH AND LNDG ON RWY 9R OCCURRED WITHOUT INCIDENT. IN REVIEWING THE PREVIOUS EVENTS RATHER THAN REQUESTING GAR INSTRUCTIONS FROM THE TWR I THINK I SHOULD HAVE FLOWN THE SPECIAL GAR PROC FOR RWY 9L HOLD SHORT OF RWY 12, THUS AVOIDING THE POSSIBILITY OF ANY UNNECESSARY CONFUSION WITH THE TWR. A MORE THOROUGH APCH BRIEFING BY ME WOULD HAVE FACILITATED THIS.

Synopsis :

B727 ISSUED GAR WHEN ACFT PRECEDING DOESN'T CLR RWY. PLT QUESTIONS SPACING ON APCH AND MISSED APCH PROC WHEN CLRED TO HOLD SHORT OF XING RWY.

Time

Date : 199909

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11500

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3500

ASRS Report : 448940

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

NORMAL FLT APCH AND LNDG AT ORD RWY 27R. A COMMUTER ACFT LANDED ON RWY 22R. I CLRED RWY 27R AT TXWY C. THE COMMUTER CLRED RWY 22R AT TXWY C BEHIND ME. TWR GAVE US TAXI INSTRUCTIONS AS WE WERE CLRING THE RWY AND IN THE PROCESS OF XFERRING CTL AS IT WAS THE FO'S LEG. NORMAL PROC LNDG ON RWY 22R OR RWY 27R IS TO CLR RWY AND TAXI IN TO OUR GATES AT THE 'NORTHPORT.' AS I CLRED AT TXWY C, I MADE A HARD L TURN TO GO IN TO NORTHPORT THE COMMUTER CAME CLOSE UP BEHIND ME. GND SAID THEY HAD WANTED US ON TXWY B BUT TO GO IN TO NORTHPORT. TWR WANTED ME TO CALL THEM. I DID. HE SAID WE WERE GIVEN INSTRUCTIONS TO GO ONTO TXWY B. I DID NOT HEAR THEM. FACTORS: LAHSO'S WITH ACFT CLRING FROM 2 RWYS ONTO THE SAME TXWY. FO BEING NEW (3 MONTHS ON LINE) MIGHT NOT HAVE UNDERSTOOD TAXI INSTRUCTIONS OR BEEN RELUCTANT TO CHALLENGE CAPT THAT WAS FAMILIAR WITH ORD. TXWY B AND THE CONCOURSE TAXI LANE BEING CLOSE TOGETHER AT THIS POINT. CREW NOT HEARING AND UNDERSTANDING TAXI CLRNC. NO EVASIVE ACTION TAKEN. WILL MAKE SURE I KNOW EXACTLY WHAT CLRNCS WERE GIVEN AND NOT RELY ON PAST PRACTICES.

Synopsis :

AN ACR PIC CREATES A PROB FOR ORD GND CTLR WHEN HE USES THE WRONG TXWY FOR THE NORTHPORT TERMINAL, ORD, IL.

ACN: 451051

Time

Date : 199910

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PSC.Airport

State Reference : WA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3600

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 250

ASRS Report : 451051

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE EVENING IN OCT/XA/99, I WAS LNDG AT THE TRI-CITIES ARPT IN PASCO, WA. CONDITIONS WERE VMC ON A DARK, CLR NIGHT. A FEW MI OUT, I WAS CLRED TO LAND ON RWY 21R FROM A L BASE ENTRY. THIS WAS THE RECOMMENDED RWY FOR THE PREVAILING WINDS. AT THE SAME TIME, AN ACFT Y FLT WAS CLRED TO LAND ON A LONG STRAIGHT-IN APCH TO RWY 12. (I WAS INBOUND FROM THE E, ACFT Y WAS INBOUND FROM THE W.) I COULD SEE THE ACFT Y LIGHTS IN THE DISTANCE AND IN MONITORING ITS PROGRESS IT WAS EVIDENT WE WOULD BE ARRIVING AT THE ARPT VERY CLOSE TO THE SAME TIME. RWY 21R HAS A DISPLACED THRESHOLD WITH LESS THAN 2000 FT FROM THE DISPLACED THRESHOLD TO THE INTXN WITH RWY 12. RWY 21R IS NOT LISTED ON IFR CHARTS FOR LAHSO'S. I MADE A NORMAL LNDG ON RWY 21R AND AFTER I HAD TOUCHED DOWN, THE CTLR INSTRUCTED, 'HOLD SHORT OF RWY 12.' I REPEATED HIS INSTRUCTION AND BRAKED HEAVILY, BUT COULD NOT STOP BEFORE THE INTXN. ADDITIONALLY, THE XING RWY IS VERY DIFFICULT TO SEE AT GND LEVEL ON A DARK NIGHT. AS I CAME TO A STOP, I WAS IN THE INTXN WITH THE ACFT Y ON SHORT FINAL. THE ACFT Y ABORTED THEIR LNDG AND EXECUTED A GAR, CIRCLING TO LAND ON RWY 21R. ASSESSING THE SIT, I IMMEDIATELY ACCELERATED AND CLRED THE INTXN. ACFT Y WOULD HAVE MISSED ME, BUT IT WOULD HAVE BEEN VERY CLOSE. THE CTLR SAID I SHOULD HAVE TOLD HIM I COULD NOT HOLD SHORT. BUT HE GAVE ME THE HOLD SHORT INSTRUCTION AFTER I HAD LANDED AND MY FIRST INSTINCT AT THAT MOMENT WAS TO STAND ON THE BRAKES. I WAS FORCED TO REACT INSTANTANEOUSLY. HAD I BEEN ADVISED IN ADVANCE TO LAND AND HOLD SHORT, I WOULD HAVE DECLINED AND OFFERED TO DO A 270 DEG TURN BACK TO FINAL. HAD I BEEN ADVISED TO LAND LONG OR TO ROLL OUT EXPEDIENTLY ACROSS THE INTERSECTING RWY 12, THERE WOULD HAVE BEEN NO PROB. THE CTLR, IN CLRING ME AND THE ACFT Y TO LAND SIMULTANEOUSLY ON INTERSECTING RWYS AND THEN GIVING ME A LAST SECOND INSTRUCTION TO HOLD SHORT, PUT BOTH OF US IN A VERY DANGEROUS SIT. AT NIGHT, WITH ONLY THE LNDG LIGHTS VISIBLE, IT WAS DIFFICULT FOR ME TO JUDGE THE EXACT DISTANCE FROM THE ARPT OF ACFT Y. I ASSUMED THE TWR CTLR HAD US SAFELY SEQUENCED, ALTHOUGH IN MONITORING THE ACFT Y PROGRESS I WAS TEMPTED TO SAY I WOULD DELAY MY LNDG UNTIL AFTER ACFT Y. I THOUGHT THAT MIGHT ANGER THE CTLR, BUT OBVIOUSLY I SHOULD HAVE FOLLOWED MY INSTINCT. A NOTE OF HUMOR: MY WIFE WAS ON ACFT Y. WHEN THE CAPT ANNOUNCED THEY WERE GOING AROUND BECAUSE OF AN AIRPLANE ON THE RWY, MY WIFE ANNOUNCED THAT IT WAS PROBABLY ME. I WAS THE FOCUS OF ATTN AND GOOD-NATURED CHIDING AS THE PAX DISEMBARKED!

Synopsis :

A PLT RECEIVED A HOLD SHORT CLRNC AFTER TOUCHDOWN AND WAS UNABLE TO COMPLY PRIOR TO XING THE RWY AT PSC.

ACN: 452314

Time

Date : 199910

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 210

Experience.Flight Time.Type : 1500

ASRS Report : 452314

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE IN LNDG CONFIG FOR LNDG RWY 25R AT XYZ, TWR CTLR ASKED IF WE WOULD ACCEPT LNDG IF C310 LANDED ON INTERSECTING RWY 19L OR RWY 19R. CESSNA INDICATED THAT IT WOULD HOLD SHORT OF RWY 25R ON LNDG. THERE IS APPROX 12000 FT OF RWY FROM APCH END OF RWY 25R TO INTXN OF RWY 19L, SO I FIGURED THERE WOULD BE LITTLE CONFLICT. I ALSO KNEW THAT THERE WAS PLENTY OF LNDG DISTANCE FOR CESSNA TO LAND ON RWY 19L AND HOLD SHORT OF RWY 25R SINCE I ROUTINELY DO IT ON AN A320. IT WAS A BUSY TIME OF FLT WITH SPD CHANGES REQUESTED BY ATC ON FINAL AND I WAS ALSO HAND FLYING THE AIRPLANE. WE FORGOT THAT UNDER PRESENT LAHSO RULES WE COULD NOT ACCEPT A GA ACFT LNDG ON AN INTERSECTING RWY WITH THE INTENTION OF HOLDING SHORT OF OUR LNDG RWY. THE TWR CTLR MUST HAVE HAD AN IDEA THAT IT MIGHT NOT BE ACCEPTABLE FOR US TO ACCEPT SUCH A SIT, OTHERWISE HE WOULD NOT HAVE MADE A POINT IN ASKING. I FEEL THAT WE WERE TRAPPED BY HIM INTO ACCEPTING THIS SIT. AT THE TIME, WE THOUGHT IT WAS SAFE AND KEEP TFC MOVING FOR HIM.

Synopsis :

ACR IS WORRIED ABOUT COMPANY POLICY AGAINST IT WHEN CTLR ADVISES THAT LIGHT ACFT IS LNDG TO HOLD SHORT ON INTERSECTING RWY.

ACN: 452626

Time

Date : 199910

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 400

ASRS Report : 452626

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued New Clearance

Resolutive Action.Controller : Separated Traffic

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

THE CAPT AND I WERE OPERATING A SCHEDULED FLT FROM ORD TO PHL. WE HAD A NORMAL PUSHBACK AND TAXI FOR TKOF. THERE WAS NO RUSH TO COMPLETE CHKLISTS. WHEN OUR TURN CAME FOR TKOF, WE WERE CLRED BY ORD TWR TO 'POS AND HOLD RWY 22L.' WE WERE THEN GIVEN THE CLRNC: 'TURN L HDG 090 DEGS, RWY 22L CLRED FOR TKOF.' THE CAPT MADE A NORMAL TKOF AND COMPLIED WITH THE L TURN TO A 090 DEG HDG. AFTER ROLLING OUT OF THE TURN, ORD TWR ASKED US WHAT OUR HEADING WAS. I TOLD HIM 'HDG 090 DEGS.' HE IMMEDIATELY ISSUED US A CLRNC TO TURN R TO A 180 DEG HDG, ADDING THAT THE 090 DEG HDG HE ISSUED WAS NOT FOR US, BUT THE ACFT THAT DEPARTED PRIOR TO US. IT WAS OBVIOUS FROM HIS EXCITED TONE OF VOICE THAT HE WAS CONCERNED ABOUT A LOSS OF SEPARATION WITH ANOTHER ACFT. WE IMMEDIATELY COMPLIED WITH THE CLRNC TO TURN R TO HDG 180 DEGS. WE DID NOT RECEIVE ANY TFC OR RA'S FROM OUR TCASII SYS, AND THE TWR CTLR MADE NO MENTION TO US THAT THERE MIGHT HAVE BEEN A LOSS OF SEPARATION. AFTER ANOTHER HEADING CHANGE WE WERE HANDED OFF TO ORD DEP, AND THE FLT CONTINUED NORMALLY. BOTH THE CAPT AND I HAVE NO DOUBT IN OUR MINDS THAT THE ORD TWR CTLR CLRED US TO TURN L TO A 090 DEG HDG WHEN HE CLRED US FOR TKOF. THE TWR CTLR OBVIOUSLY THOUGHT OTHERWISE. AS A PROFESSIONAL PLT, I CAN TELL YOU THAT SUCH OCCURRENCES HAPPEN EVERYDAY AT MAJOR ARPTS. THE WORKLOAD FACED BY CTLRS AND PLTS EVEN DURING 'NORMAL' OPS CAN BE QUITE HVY, THUS INCREASING THE CHANCE FOR MISTAKES. AS CAPACITY ENHANCEMENT TOOLS ARE IMPLEMENTED (LAND AND HOLD SHORT OPS, PRM APCHS, ETC), WORKLOAD AND ERRORS WILL RISE. ALSO DISTURBING IS THE FACT THAT THE FAA HAS RECENTLY ABSOLVED CTLRS FROM THE REQUIREMENT TO CORRECT INCORRECT PLT READBACKS. THIS POLICY IS CLRLY A DETRIMENT TO SAFETY AND IS THE PRIMARY REASON I AM FILING THIS NASA RPT. IT IS GERMANE TO THE SIT DESCRIBED ABOVE. IF OUR READBACK WAS INCORRECT, THE TWR CTLR SHOULD HAVE CORRECTED IT.

Synopsis :

ACR READS BACK AND FLIES WRONG CLRNC AND CTLR DOES NOT CORRECT IT UNTIL IT IS APPARENT IN THE AIR.